

USTOM UPHOLSTERY for your Street Rod

# CAR CRAFT

TECHNOLOGY DEPT.

IND

DETROIT 3, MICH.  
96 PUTNAM AVE.  
DETROIT PUBLIC LIBRARY  
DEPARTMENT OF TECHNOLOGY  
11-4571-159

OCTOBER 1958

Now Bonus 16 Page Editorial Section!  
Bigger Than Ever—still only 25¢



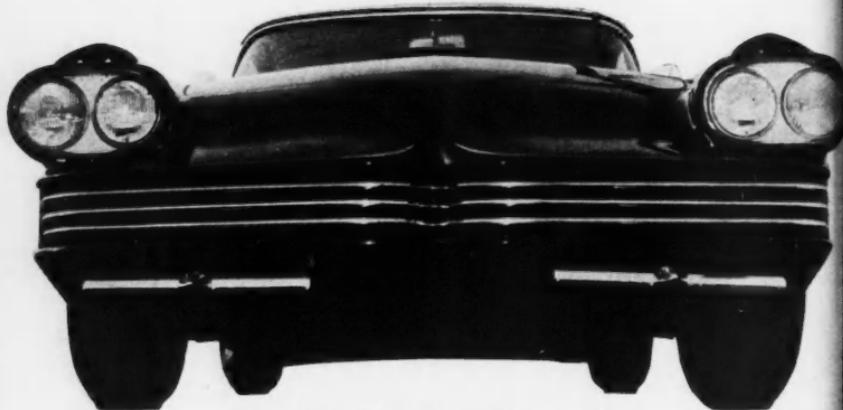
# *ON SALE NOW!*

**IDEAS!  
IDEAS!**

**1959**

You'll find *IDEAS* Galore in the All-New . . .

## **CUSTOM CARS ANNUAL**



How the custom shops influence automotive styling  
is aptly illustrated by the dramatic modifications  
on this '55 T-Bird, designed and built by *Joe Bailon*.  
See pages 12 and 13 of the all-new 1959 *CUSTOM CARS ANNUAL*.

128 pages bursting with up-to-the-minute, photo-illustrated *IDEAS* on

**SCOOPS • QUAD HEADLIGHTS • TAILLIGHTS  
HUBCAPS • INTERIORS • ACCESSORIES • FIBERGLAS**

### **PAINT YOUR CUSTOM**

Creating *individuality* via  
spray gun with paint  
mixtures, unusual  
paint schemes,  
scalloping!

### **STARS AND CARS**

Learn how these top  
names in customizing  
have influenced Detroit:  
*Babbs, Bailon, Barris,  
Emory, Ayala.*

### **GIANT PICTORIAL ROUNDUP!**

Hundreds of photos of  
the best in American  
customs, many  
**NEVER BEFORE  
PUBLISHED!**

**ONLY  
75c**

**AT YOUR NEWSSTAND!**

Or send 85c (covers postage, etc.) to:

**TREND BOOKS 5959 Hollywood Blvd., Los Angeles 28, Calif.**

AL



on

AS

of  
n

Here  
ems  
light  
on be  
seut  
... m  
PLAT  
platin  
of the  
parkin

80

Here  
isomp  
then  
platin  
an—  
ures  
uice

ON

MOT  
you  
nected  
result  
be able  
ROD  
Speed  
chrom  
home  
we'll  
enact!

Now y  
without  
Tow  
and "I  
em fro  
Plotting  
Special  
Solutions  
Solutions  
few go  
MONEY

CA

CTOR

"THE MONEY-SAVING WAY TO MAKE YOUR CAR  
GLITTER AND GLEAM AGAIN" — CAR LIFE MAGAZINE

# REPLATE AUTO CHROME

RIGHT ON YOUR CAR —  
WITH PERMANENT PLATING

## BRING BACK NEW-CAR BRILLIANCE

Here at last is the car-owner's answer to all chrome problems... a way that you can do actual ELECTROPLATING right on your own car. You put a brand-new, shiny plating on bumpers, grille, all auto trim. You bring back new beauty and sparkle to your car... INCREASE ITS VALUE... make yourself proud to own and drive it. With SPEEDPLATER you put on new metal as you brush! And the plating you apply becomes an INDESTRUCTIBLE PART of the metal you plate... bonds itself on—forms a hard, sparkling, metal surface that defies all elements!

## BUMPERS—GRILLWORK—ALL CAR TRIM RESTORED TO NEW BRILLIANCE

Here is how easily you REPLATE your car... you simply snap SPEEDPLATER's wires to your car's battery, then dip SPEEDPLATE Brush into the miracle plating solution and plate anywhere around your car—without removing any parts. Safe, mild current works FAST—yet uses less battery juice than the tiniest light on your car.

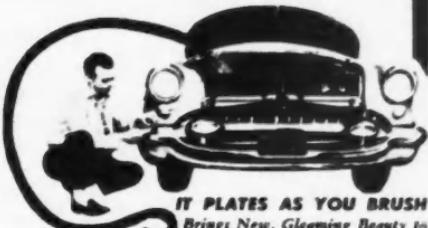
TESTED AND APPROVED  
BY LEADING  
AUTOMOTIVE MAGAZINES

**MOTOR TREND Magazine**, New Products Test, July, 1958:  
"We deliberately picked a difficult test area which was badly pitted and corroded... Our Plating kit was the Empire Speed Plater. The final result matched the chrome and was entirely satisfactory. Anyone should be able to obtain similar results."

**ROD & CUSTOM Magazine**, New Products Test, April, 1958:  
"Speedplater not only can be used to restore scratched, worn or blistered chrome on any part of your car, but can be used to plate metal not chromed before... For those wishing to plate their own items right at home without having me demonstrate special techniques, I should well vouch for the Speedplater's doing the job by saying that it works exactly as described, giving a lasting, durable, bright coating."

Car Dealers & Service Stations Make Big  
Profits with Special Heavy-Duty Outfit

Now you can make TERRIFIC PROFITS plating right in your own shop—without removing bumper grilles, chrome covers, etc., or taking value of your car! Touch up new car! Renew worn chrome areas to bright, new sparkle! Bosch Dealer says: "Wonderful. We had excellent results." Hirsch-Dur-O-Matic electroplaters on cars from standard 12 volt battery. Entire Outfit, COMPLETE, only \$14.95. Includes Plating Brush with Permanent Anode, Wires and Clips for Battery Connection, Special Buffing Wheels and Compound, Special Grinding Wheel, Stripping Solution to remove old chromium, Rust Remover, Special Polish, enough Plating Solutions for dozens of cars! You quickly make back earning rate on your very first job! Additional supplies always available from us at rockbottom prices. MONEY BACK GUARANTEE! Order now! IF COD, send \$5 deposit.



IT PLATES AS YOU BRUSH  
Brings New, Gleaming Beauty to  
Worn, Dull, even Blistered  
Chrome Areas of Your Car.



## MAKE BIG MONEY PLATING

Now you can add to your income during spare-time hours... because 8 out of 10 cars on the road today NEED REPLATING. You can charge \$5.00 for touch-up to \$10.00 for replacing an entire car.

Plating is fun, too! You'll get a kick out of taking rusted, pitted, worn metal and bringing it back to shining smoothness. When neighbors see the brilliant plating on your car, they'll want you to do the job for them.

And you can plate other things for profit, too... faucets, appliances, telephone cases, cameras, pocket knives, and various instruments... you can find more solutions at low prices any time—also solutions to plate silver, gold and rhodium. There's big money in jewelry and silverplate work! You get ALL INSTRUCTIONS for plating with your Speedplate Outfit!

## MAIL COUPON NOW—YOU RISK NOTHING

If you want to get new, permanent, gleaming plating on your own car, you can do it right away and not risk a dime. If you are not COMPLETELY satisfied with great results, just return your unused outfit for a full refund. Just mail coupon today and REQUEST ACT NOW! Here's what you get: SPEEDPLATE Brush with permanent Anode for life-time plating; Wires and Clamps for battery hook-up; enough solutions to plate several cars; Special Brush, Buffing Wheel, Compound, Grinding Wheel, plus full simple instructions. Just mail coupon with only \$1 deposit, then pay postman \$13.95 plus postage when SPEEDPLATER arrives or \$14.95 if you prefer. We pay all postage charges. SAME GUARANTEE EITHER WAY. CASH REFUND IF NOT COMPLETELY SATISFIED.

**EMPIRE MERCHANTISING CO.**      Box CC-108  
4 North 3rd Ave., Mt. Vernon, N.Y.  
Please rush the electroplating kit I have checked.  
 **Regular SPEEDPLATE OUTFIT, \$14.95 (if C.O.D. send \$1 deposit).**  
 **Heavy-Duty Service Station Outfit, \$34.95 (if C.O.D. send \$5 deposit).**  
 **I enclose full price, send postpaid.**  
 I understand that I must be COMPLETELY SATISFIED or I may return kit within 30 days for immediate CASH REFUND.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

CASH REFUND IF NOT COMPLETELY SATISFIED

# CAR CRAFT

The "Show-How" Magazine

Vol. 6

Published Monthly

No. 6

**publisher**  
Robert E. Petersen  
**editorial director**  
Wally Parks  
**editor**  
Dick Day  
**managing editor**  
Bob Pendergast  
**associate editor**  
Don Evans  
**art director**  
Al Isaacs  
**assistant art director**  
Art Smith  
**production**  
Yvonne Holl  
Marie Dasmann  
**advertising director**  
A. M. Benedict  
**advertising manager**  
Bill King  
**ad production**  
Bob Young  
**credit manager**  
Robert A. Nylund  
**circulation**  
Gordon Behn  
**photographers**  
Bob D'Olivo  
Eric Rickman  
Al Paloczy  
Colin Creitz  
**contributors**  
Bob Hedges  
George Morris  
Neil Emery  
George Corny  
Joe Bellon  
Dick Collier  
Bob Long

## features

14	PERSONABLE PICKUP . . . . .	Hauls Trophy
18	CUSTOM UPHOLSTERY . . . . .	For Your Street Rod
35	FRESH-AIR FORDOR . . . . .	Terrific! Ted
38	NOTHING LIKE A "T" . . . . .	Rapid Roadster
42	COLUMBIAN COMBINATION . . . . .	Restyled and Ready
46	MISSION ACCOMPLISHED . . . . .	Chev Beauty
48	PERSERVERANCE PLUS . . . . .	If Took 12 Years
51	WESTERN CONFERENCE CHAMPIONSHIP MEET . . . . .	For Quarter Midgets
56	RESTYLING THE '55 MERCURY . . . . .	by House Of Custom
60	OFF-BEAT BEAUTY . . . . .	Something Different
66	PLAIN AND FANCY . . . . .	Ford Finery

## how-to-do-its

28	ENGINE SWAP . . . . .	Easier Chev Swap!
32	EASY POWER BRAKE INSTALLATION . . . . .	For All Cars
62	BUILD YOUR OWN STRAIGHT-BAR GRILLE . . . . .	For \$5.00
70	ACCESSORY OF THE MONTH . . . . .	Quad Lights For Roadsters

## departments

8	SHOPPING AROUND . . . . .	New Products
12	LETTERS . . . . .	From The Readers
74	WHAT'S YOUR PROBLEM? . . . . .	by Bob Pendergast
78	CUSTOM QUERIES . . . . .	by George Corny
82	COMING ATTRACTION . . . . .	Cheryl McDonald

## cover

The striking red and white interior of Eddie Ducazau's roadster pickup is a colorful sample of what's in store in this month's issue. A special feature, starting on page 18, shows some of the latest and wildest coupe and roadster interiors seen to date.

—Anscochrome by Al Paloczy

Car Craft, U. S. Copyright 1958 by Petersen Publishing Co., 5959 Hollywood Blvd., Los Angeles 28, Calif. Second-class mail privileges authorized at Los Angeles, Calif. Subscription Rates: U. S., Possessions, Canada—1 year \$3, 2 years \$5. 25¢ per copy. Overseas—1 year \$4, 2 years \$7. Give 3 weeks notice for address change. ADVERTISING: Petersen Publishing Co., 5959 Hollywood Blvd., L. A. 28, Calif.—17 E. 48th St., N. Y. 17, N. Y.—524 Book Bldg., Detroit 26, Michigan.

## CAR CRAFT

Subscription Department

5959 Hollywood Boulevard • Los Angeles 28, Calif.

Please enter my name as a monthly Car Craft subscriber for:

One year \$3.00

Two years \$5.00

Name \_\_\_\_\_

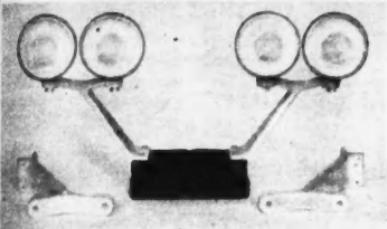
Address \_\_\_\_\_

City \_\_\_\_\_

Zone \_\_\_\_\_

State \_\_\_\_\_

# TORNADO EQUIPMENT

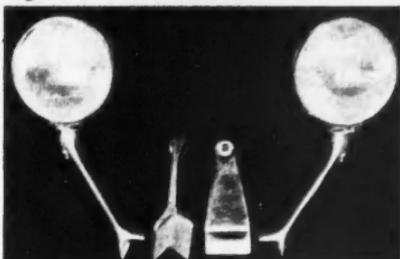


## STREAMLINED QUAD HEADLIGHT BRACKETS

Uses small 6 in. diameter headlights with same size seal beam as 1958 cars. Chrome-like finish for that custom appearance. Easily attached to frame. Sturdy aluminum, highly polished. Brackets only.....\$16.95 ea.  
Headlights, prime painted.....\$7.50 ea.  
Headlights, chrome plated.....\$9.95 ea.

## CHEV V-8 6-VOLT STARTER

Just what you need when installing Chev V-8 engine in flat head Fords, Plymouths, Chev 6s, Jeeps, etc. Requires NO alterations to flywheel. Use your present 6-volt battery and generator. No need to buy new 12-volt battery, change lights, gauges, heater, radio, voltage regulator, etc. Use stock Chev distributor & 6-volt coil. Fits all 55-58 Chev engines except 345 cu. in. Starter & Solenoid \$47.50, F.O.B. \$10.00 deposit required.



## TORNADO STREAMLINED HEADLIGHT BRACKETS

Chrome-like finish for that custom appearance. Easily attached to frame. Strong, heavy aluminum, highly polished. Brackets only.....\$11.95  
HEADLIGHTS for above. Black enamel, sealed beam. Per pair.....\$16.00

## TORNADO HEAVY DUTY STEERING ARM

These are designed to be used in conjunction with 37 to 48 Ford cross steering spindles when adapted to a chassis with drag link side steering. A must on 28 to 31 Model A and 32 to 34 V-8 when changing to hydraulic brakes with the above spindles. \$7.50 (chromed add \$2.50).

Write Dept. CC-10

SPEED SHOP Ph. TEmplebar 2-9686  
1143 E. 14th St., Oakland 6, Calif.

Quantity Prices to Dealers. Write on your letterhead.  
All Prices F.O.B. Oakland

## Sam Hanks

winner of 1957 Indy 500 says...

"The MIGHTY MOSS 1/4 MIDJET handles like an Indianapolis winner — really gets out and GOES!"

1/4 and 1/2 Midget racing is rapidly becoming America's fastest growing family sport. It creates a wonderful son-dad, mother-daughter relationship. The Moss MidJet combines modern European styling with Indianapolis race car handling.

## FREE!

Write today to Sam Hanks for autographed 1957 Indy racing photograph and illustrated brochure on the 1/4 and 1/2 Moss MidJet.



Dealer Inquiries  
Invited

## Check these features...

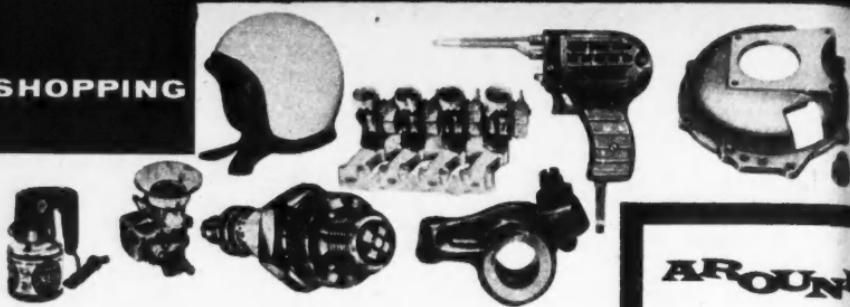
- Individual torsion bar adjustable front suspension • Rack and pinion steering • Heavy fiberglass body • Custom naugahyde upholstery • 2 h.p. Continental engine • ALSO AVAILABLE—the 1958 Moss 1/2 MidJet for youngsters and teenagers—even Mom and Dad can drive it comfortably.

**MOSS ENGINEERING COMPANY, 392 East Beach Avenue, Inglewood, California**

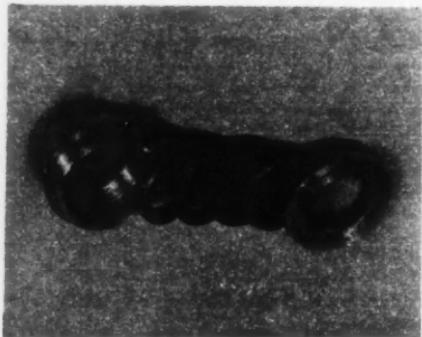




## SHOPPING



AROUN



### HAND-DESIGNED SHIRTS

The latest and wildest craze. Air-brush painted sweat shirts. Weird and fantastic murals sprayed on in fluorescent paints. Each one is individually styled. Comes in various sizes. Great to wear at drag races, motorcycling, boating, etc. State size when ordering. Price: \$5.50. Write: ROTH the Pinstriper, 9001-cc Atlantic Blvd., South Gate, Calif.

### SEAL-O-MATIC

A real boon to rodders is the Seal-O-Matic, designed to replace the factory unit at the end of the transmission output shaft. A superb seal, the new product has the added attraction of eliminating the driveline vibration so prevalent in late model cars, a feature which overshadows the basic sealing qualities. Available for most cars and trucks, just \$12.95. For further information write: Alex Cartright, c/o Traction Master Corp., 2917-cc W. Olympic Blvd., Los Angeles 6, California.

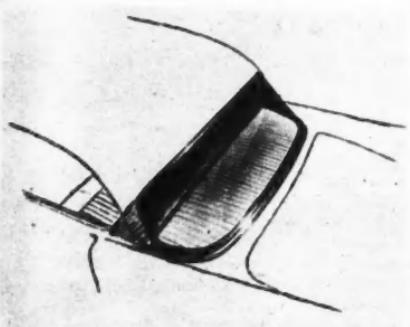


### BEAR CLUTCH

Special alloy springs on this clutch, resist heat and maintain full pressure for life of clutch. 4000 lb. pressure when engaged. Clutch cover is recessed into face of flywheel. This locks cover in wheel and prevents distortion. Clutch disc riveted and bonded Greylock and Raybestos bimetal surfacing. Guaranteed against slipping and explosion. Write: Quiney Automotive & Speed Shop, 2930-cc Wilshire Blvd., Santa Monica, Calif.

### COM-PLEATED PANELS

Tuck and roll upholstery is now available to all hands with the advent of *Com-Pleated Panels*. Kicking off the line is the package tray, available for most cars from '49-'58. Naugahyde-type plastic leather pleats are foam rubber filled, and installation takes but 5 minutes. Mounted on heavy, factory-type panel board, the price is only \$15.00, postage paid. Specify year, make and model as well as color. All mail inquiries answered by DON'S TRIM SHOP, 14130-cc San Antonio Dr., Norwalk, Calif.



### OLDSMOBILE ADJUSTABLE ROCKER ARMS

These lightweight, adjustable rocker arms feature an arch rib design and a precision cast, malleable, new type alloy to provide maximum rigidity and resistance to deflection or bending. This means quieter valve operation, more rpm, and elimination of valve floating. Adjusting screws and lock nuts included... only \$29.95. Write: McGurk Engineering, 13226 Halldale Avenue, CC, Gardena, California



# WELD IT YOURSELF! IN A JIFFY!

Weld, cut, braze, solder IRON, STEEL, BRONZE, BRASS, ALUMINUM & OTHER METALS . . .

Auto, truck, shop and farm equipment break-down always cause annoying and costly delays. Don't let them bother you. Get a Dynamic Arc Welder. With the Dynamic you can also make your own wrought iron household and lawn furniture and many knick-knacks. You can do expert work on your very first job. Operates from any properly wired 110 volt AC line. The handiest tool in your workshop. A Dynamic Welder will save its low cost of only \$38.50 f.o.b. in both time and money. Literature on larger equipment on request.

DYNAMIC INDUSTRIAL type transformer Arc Welder 75 amp. output for Industrial or Workshop use.

DYNAMIC WELDER CO.  
Dept. D-64-K, 1808 S. Federal  
Chicago 16, Ill.

EASY PAY PLAN  
Low down payment. Pay as you weld. Sold on money back guarantee. Send for details. Complete outfit only

\$38.50  
f.o.b. factory



Free Details and "How to Weld"

### MAKE MORE MONEY IN

## AUTO MECHANICS AND DIESEL

You are needed in auto garages, airplane factories, farm shops, experimental and government labs, wherever cars, engines, and trucks are repaired and serviced. National Schools Shop Method Training prepares you at home, in spare time, for these fascinating opportunities. You get everything you need, including lessons, diagrams, manuals, consultation privileges, graduate employment service. Low tuition; pay as you learn.



YOU GET AND KEEP ALL THIS EQUIPMENT



Complete set of professional tools & tool box.

"Motor Adjusting Set" plus case & instructions.

Professional Service Manual Set for all Engines.

### NATIONAL SCHOOLS

LOS ANGELES 37, CALIFORNIA



BOTH  
FREE

SAMPLE LESSON  
OPPORTUNITY  
BOOK

NATIONAL SCHOOLS, DEPT. B1E-108  
4000 S. FIGUEROA ST., LOS ANGELES 37, CALIF.

Rush free Auto Diesel "Opportunity" Book and sample lesson. No salesman will call.

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

Check if interested ONLY in Resident Training of Los Angeles.

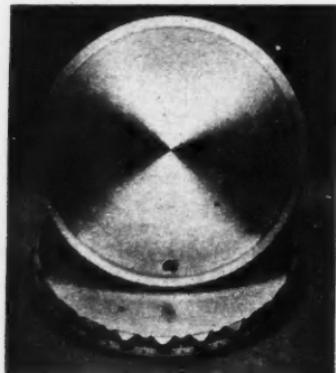
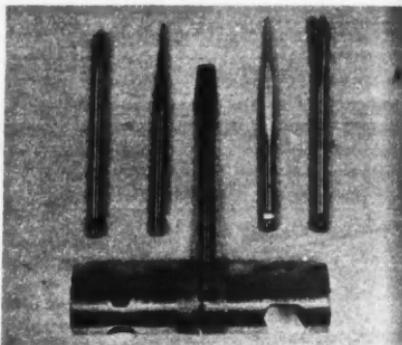
VETERANS! Give date of Discharge \_\_\_\_\_

# SHOPPING AROUND

## BIMBO POCKET TOOL KIT

A new Pocket-Tool-Kit — Compact;  $2\frac{1}{8}$ " x  $\frac{3}{4}$ ", light-weight — only 3 oz. Self contained with 5 different inserts; includes: 2 large screwdrivers — one a Phillips', bradawl, four-sided reamer, bottle-opener, wire-stripper, tack-lifter-hammer and 5 standard spanners. Actually 12 tools in 1.

Precision-made of finest Sheffield Steel, machined to hold 2 tools at one time. This versatile little tool is everybody's handy Andy. Price: \$1.95 ppd. Write: Wilhelm G. Kranz, Better Imports, 111-cc South Church St., Mohnton, Pa.



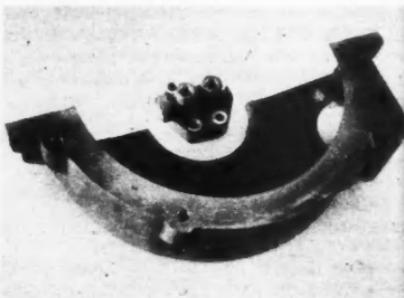
## OLDS STARTER ADAPTOR KIT

Oldsmobile starter adaptor kit. Includes oil filter bypass. Bell housing is cast aluminum. Permits moving starter to right side where necessary on some installations. Provides bypass connections for oil filter. Entire unit available from your local speed-merchant for \$46.50 or write WILCAP, 10215-cc So. San Pedro, Los Angeles, California.



## NEW SNAP-ON "MOONS"

This new snap-on version of the Moon wheel disc is now offered for custom and street machines. Available in 14", 15" and 16" sizes, discs feature plain surface, with Sun-Ray finish. Fastens by cad-plated steel retaining ring which is part of disc. Made of lightweight aluminum, may be toned, louvered or polished. Set of 4, \$15.95. Price includes postage from: MOON EQUIPMENT CO., 10820-cc So. Norwalk Blvd., Santa Fe Springs, California.



## VALVE COVER BREATHERS

Highly polished aluminum, designed to relieve pressure in valve covers. Gives an engine professional appearance. Mounts on all stock valve covers and custom valve cores. Easy to install. Price: \$4.95 each. Write: OFFENHAUSER EQUIP CORP., 5155-cc Alhambra Ave., Los Angeles, California.



**Dealer  
Inquiries  
Invited**



**COMPLETE CAR FROM \$449<sup>00</sup>**  
WITH TWO TONE PAINT  
TWO TONE UPHOLSTERY  
CHROME PLATING  
AND STRIPING  
AVAILABLE IN 3 SIZES

**KIT PRICE \$379<sup>00</sup>**  
UNASSEMBLED, NOT  
INCLUDING PAINT OR  
UPHOLSTERY.  
NO WELDING REQUIRED  
AVAILABLE IN 3 SIZES



We designed our little cars for safety, durability and low cost. We at Race-Craft firmly believe that we manufacture the finest quarter midgets on the market today.

**RACE-CRAFT**

8474 E. GARVEY, CC-10  
SO. SAN GABRIEL, CALIF. • AT. D-4747

Coming  
in the NOVEMBER  
issue of

# CUSTOM CARS

Magazine:

**SHOWTIME U.S.A.:  
SOUTHERN CALIFORNIA**



LATEST ANTENNA IDEAS



EXCLUSIVE!  
VERTICAL DASHBOARDS

On sale at your newsstand SEPT. 25! Watch for it!

## THE NEW

Experience gained from over half a thousand cars led to the development of the new Go Kart 400. Features to improve handling, comfort and appearance have been added, yet the price remains the same! Kart Kits contain Chrome Moly tube frame with formed members, Ball-bearing wheels with pneumatic tires, Brand new engine and concise instructions. Send 25c to cover postage and handling for a new color brochure describing the new Go Kart 400.



KART KIT  
**\$129.50**

**Go Kart MFG. CO. 152 E. HUNTINGTON DRIVE • CC-10 • MONROVIA, CALIFORNIA**

# LETTERS

## MATTER OF MONEY

Dear Sir:

I am not in the habit of writing letters to car magazine editors but the discrepancies in your truck restyling article in the June issue force me to this end. Your excellent illustration by Mr. Collier and your parts and price list simply do not agree. In your cost tally you fail to show any charge for the following items shown: lowering, custom exhausts, shaved door-handles, moon hubcaps, and filling in the side body vents as in the illustration.

I feel that the \$1,000 limit is a very good thing, but I think that either Mr. Barris or Mr. Collier was stretching the price a little. The items I mentioned could easily run over one hundred dollars.

On the whole however, this was an excellent article that complimented an excellent magazine. Keep up the good work.

— John Barnes  
Culver City, California

You have us on the custom exhausts and Moon discs. As for lowering, nothing was mentioned about it. With the '55 Chev rear fenders and the canted front fenders plus the 5" section job the truck naturally looked lower. The body vents were disposed of during the sectioning as were the door handles. Of course we don't know how to open the doors if the windows were left rolled up. Anyway we're glad you're keeping an eye on us, John. — Ed.

## CUSTOM-HOT ROD SHOW

Dear Sir:

This is just a note to inform you and your readers of the forthcoming San Diego Annual Custom-Hot Rod car show. The dates for this year's show are October 15-19. It will be held in beautiful Balboa Park's Electric Building. Anyone wishing to enter or desire further information write: Jim Hall, 3303 Claremont Drive, San Diego 17, California.

Thank you very much for your cooperation.

— Jim Hall  
San Diego, Calif.

## GORILLA BROWN

Dear Sir:

It seems that Rich and Frank forgot to tell how they applied their "Gorilla Brown" exterior in your August issue. I suggest either beating in dried-up grape peelings with a 12½ pound sledge-hammer, or by Scotch-taping Authentic Gorilla hair to the complete body. But, unfortunately, Gorilla hair is rather hard for Von Ditch to pin stripe.

I also greatly enjoyed "Custom T-Bird Trickery." Keep up the good work and you'll always have me for a reader.

— Fred Hall  
Sunnyvale, Calif.

## FROM WAY OFF

Dear Sir:

I am a keen Hot-Rod enthusiast and follow your sport in the States as closely as possible. Hot-Rodding has recently become popular in

# Scotty's

## 1/4 MIDGET PARTS & ACCESSORIES

CHOICE OF THOSE WHO KNOW & GO!

### SPECIAL on RACING HEADS \$12.50

- RACING CYLINDER HEADS
- COPPER HEAD GASKETS
- DISTRIBUTORS
- RACING CAMSHAFTS
- A VALVE KIT
- B VALVE KIT
- STOCK VALVE KIT
- FINNED VALVE COVERS
- RACING RODS
- CHROME MOLLE DIPPERS
- ROD INSERTS
- CRANKSHAFT NEEDLE BEARINGS
- BALL BEARING CRANK-SHAFT ADAPTOR
- HELMETS
- MARVEL CARBURETORS & MANIFOLDS
- AMAL CARBURETORS & MANIFOLDS
- BING & EHRIENFRIED MANIFOLDS
- BATTERY DISTRIBUTOR SHAFTS
- CHROME MOLLE BULL GEAR
- EHRIENFRIED CARBURETORS
- EXHAUST PIPES & FLANGES
- OIL PUMPS
- RACING FLY WHEELS
- CRANKCASE BREATHERS
- ASCOT BLOCK: REAR TIRES
- OIL SUMPS (Large Capacity)
- HEAVY DUTY REDUCTION GEAR BOX
- ASPHALT SLICK TIRES — Front 300 x 5"
- Rear 12 x 400 x 6"
- COMPLETE LINE OF CONTINENTAL ENGINE PARTS



FREE

Parts  
Price List  
upon request

Scotty's MUFFLER SERVICE DEPT. CC 10 • 365 1/2 ST., SAN BERNARDINO, CALIF.  
PHONE TURNER 9-6796 OR TUXEDO 4-4535

this country, although we are limited in speed equipment.

I enclose a cutting from our daily "Press," the first news publicity of its kind that we have had here. It pictures a '34 Ford chopped to a roadster and sporting a '38 mill. The engine is completely chromed and also the back-plates for the brakes. It is painted jet black with white striping, white hood and black upholstery.

Because of import restrictions recently imposed in the country I cannot get "CAR CRAFT" at my local book stall any more, and I haven't any dollars for a subscription, so would like you to write back and tell us what you think about our up and coming sport.

I am 18, and own a '29 Model "A" Ford coupe which is beginning to look like a street-rod. I have rebuilt the original Model "A" engine and have dropped the car onto 16" wheels. I will try to send some photographs upon completion. Would also welcome some photos etc., of Model "A" hot rods from your side of the world. I thoroughly enjoyed reading your magazine it gives us some good ideas.

Hoping you will find this cutting good news to you.

— Malcolm Wilson  
Christchurch, New Zealand

It certainly is good news, Malcolm. We always enjoy hearing of the hot rod sport spreading to another part of the world. — Ed.

#### PICKUPS, PICKUPS, PICKUPS

Dear Sir:

Although I think your magazine is one of the best, I would like to point out and correct one small error detected in your June, 1958 issue.

In reference to the "Pickup Pictorial" featured in this particular issue on page 21, Nick Cozzitoro's '52, you displayed a picture showing a louvered hood with striping highlighting the neat treatment. I think if you investigate the hood shown a little closer you will find that it belongs to the near little '50 pickup of Babe Rover. How 'bout it? Never the less, the magazine is great, so keep it coming.

— Roger Harris  
Arlington, Virginia

You know we still haven't figured out where that picture came from. — Ed.

**GO with  
GETZ !**

**NO-SPIN and  
POWR-LOK DIFFERENTIALS**

**Stop Spinning Wheels on  
Ice and Slick Spots!**

Power-Lok is the same as furnished with original equipment under other names such as Posi-Traction, Safe T Track, Sure Grip, Twin Tracian, etc.

\* Send for Flag Decal — 25c  
Catalog — Price List — 10c

Getz Catalog lists standard and special race gears available for Passenger Cars, Station Wagons,  $\frac{1}{2}$  and  $\frac{3}{4}$  Tons. In ratios from 2.69 to 6.67.

Write Dept. CT

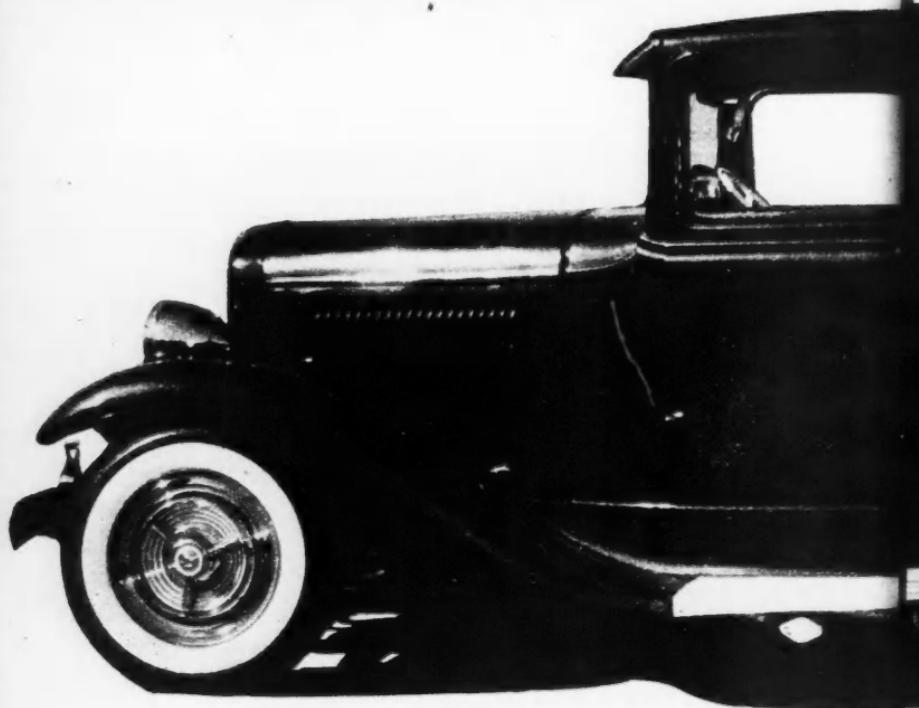
**A. J. GETZ**  
4430 Carrollton Ave., Indianapolis 5, Ind.  
Atwater 3-5577



Flames • Gals  
Pin • Pirates  
Reflective  
Many others  
**50¢ to \$1.50**



Send a stamped, self addressed envelope for latest catalog and name of nearest dealer. The Kem Co., Rm. A, 1310 SW First, Portland 1, Ore.



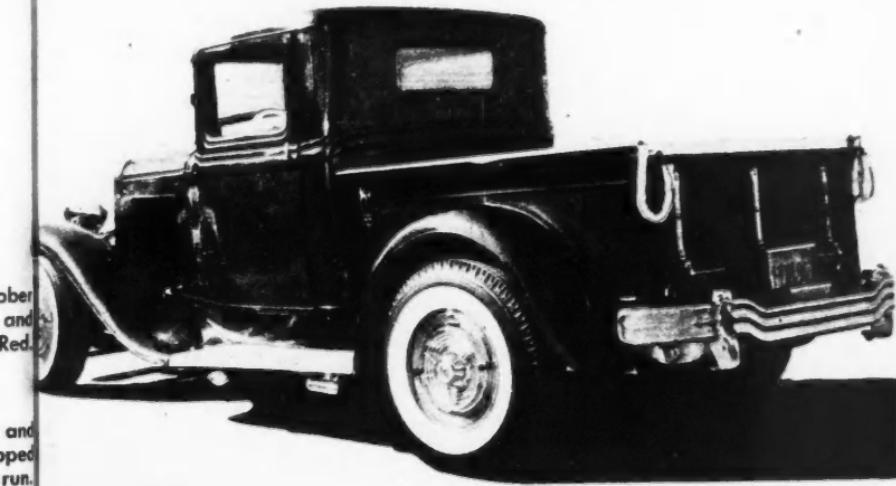
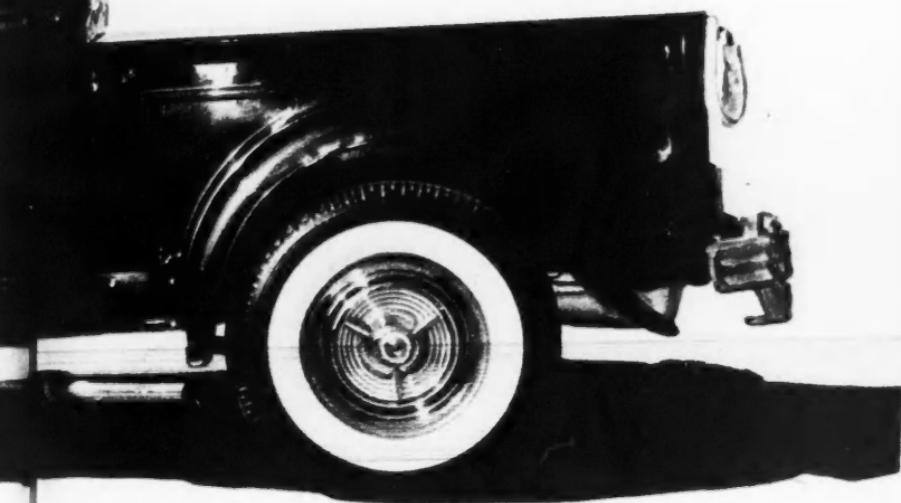
## PERSONABLE PICK-UP

Built for hauling... show trophies!

3-inch chopped top lowers height, bobbed bed shortens length on pick-up. White rubber is used to cover running boards; passenger car fenders replace originals. All body and paint work by Dick's Body Shop, Long Beach, Calif. '32 pick-up was lacquered Titian Red.

Cut-down '49 Plymouth wagon bumper protects 18" shortened bed, '48 Ford taillights and custom gravel pan which hides modified '48 Merc gas tank. Stock chassis with 3" dropped front axle is used. Monroe shocks, '41 Ford juice brakes, unequal-sized tires are run.

Photos by Al Poloczy



ober  
and  
Red.

and  
oped  
run.

RAF OCTOBER, 1958

CONTINUED

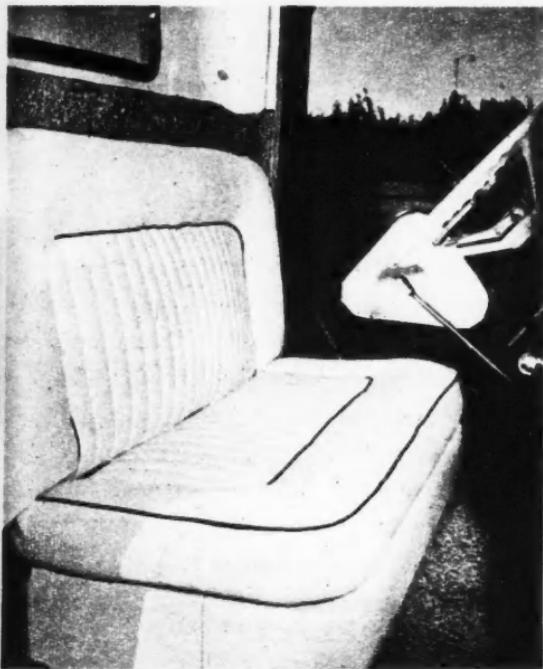
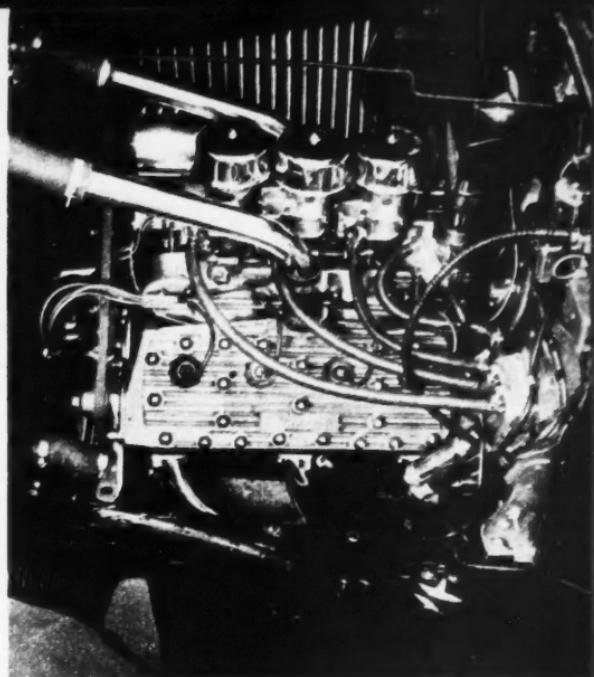


## PERSONABLE PICK-UP

Owner Ed Cousins and wife display one of many trophies won since finish of pick-up. Cousins is a member of the Renegades of Long Beach, a top club. Above, the filled '32 grille, re-built bar for sealed beam lights and cut '37 DeSoto bumper are seen. Entire front under carriage is chromed and painted.

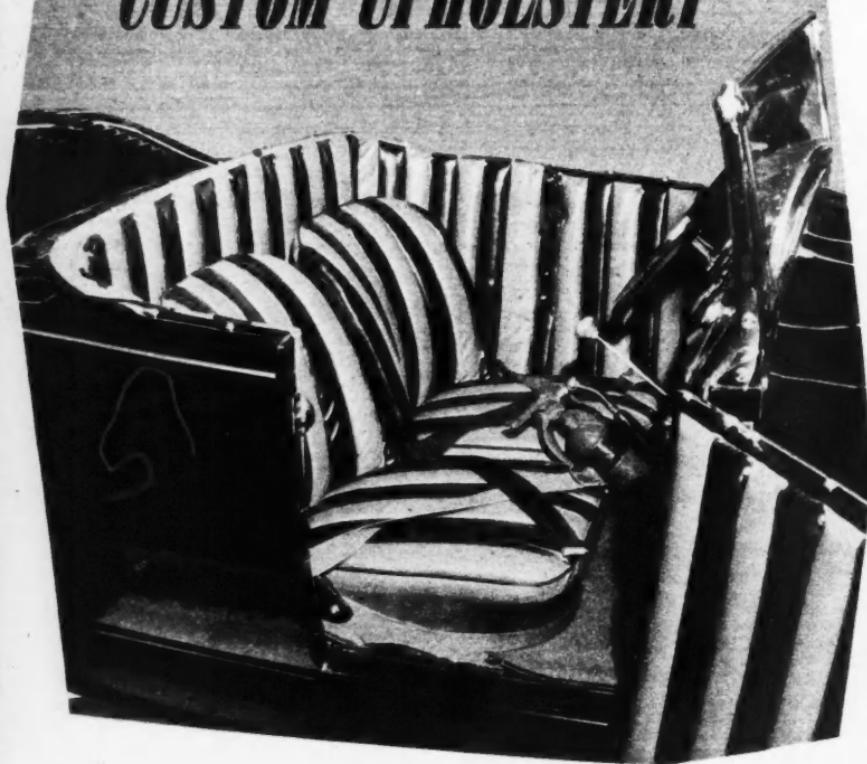


Displacing 289 cubic inches, '48 Merc runs Winfield cam, Johnson lifters, Jahn's pistons, Evans 9-1 heads and 3-pot manifold with 97's. Stock valves, Zephyr springs, enlarged and polished ports are also in engine built entirely by owner. Power transmitted via light flywheel, Auburn clutch, '39 Ford box, Zephyr gears, and a stock rear-end.



Cousins re-built seats out of plywood, covered them in foam rubber and had wife stitch white with red trim leatherette pleat and roll seat covers. Nylon material is used to cover floors and to back-up seats. A '56 Ford steering wheel and the original dash with S-W gauges are used.

# CUSTOM UPHOLSTERY

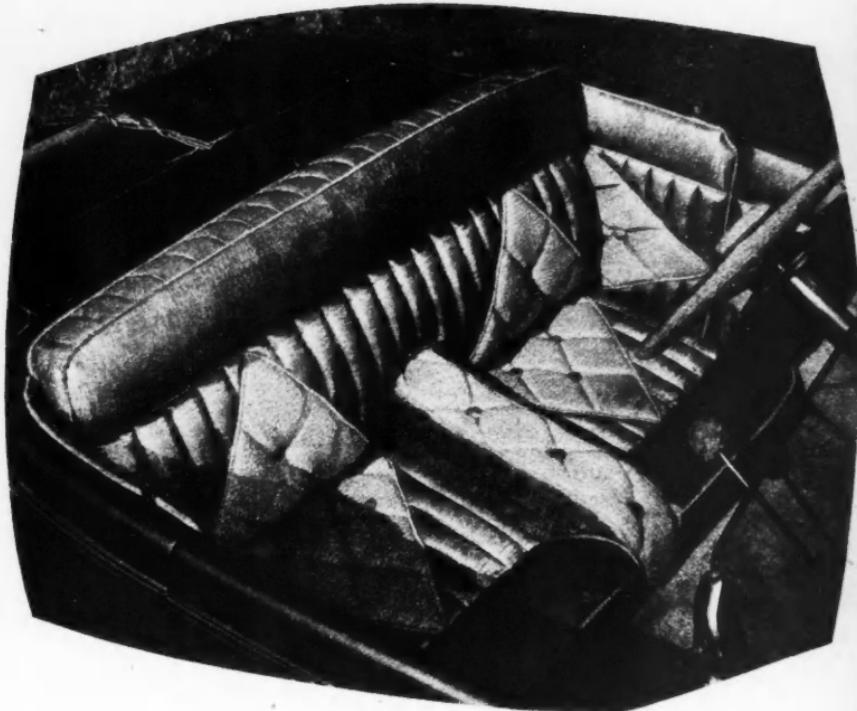


WHEN BUILDING UP a street-rod of early roadster or coupe vintage upholstery plays a major role with its over-all finished appearance. You might refer to it as the decorative frosting. Set in a surrounding of beautiful restore and special metal work, the interior of these models offers the builder yet another department to display originality of thought and design. What could serve as a better showcase for personal expression than the small bucket-like interior compartments found in these classic models? The basic contours of small squared-off door panels, uniform seats and flooring all lend themselves to unlimited designs using colorful combination of varied fabrics. Here then is a salon of the latest interior stylings of today's street-rod.

# for your street rod

roadsters

Typical of the radical plush-bucket styling in today's roadster models can be seen in these two lead photographs. At left we have a very elaborate treatment of gold plastic and a fabric combination button tufted in a diamond motif displaying specially constructed center arm rest. Contrast to this is the uniform candy striped pattern found below done in vertical pleats of rich red and white Naugahyde. Seat belts also follow color scheme.



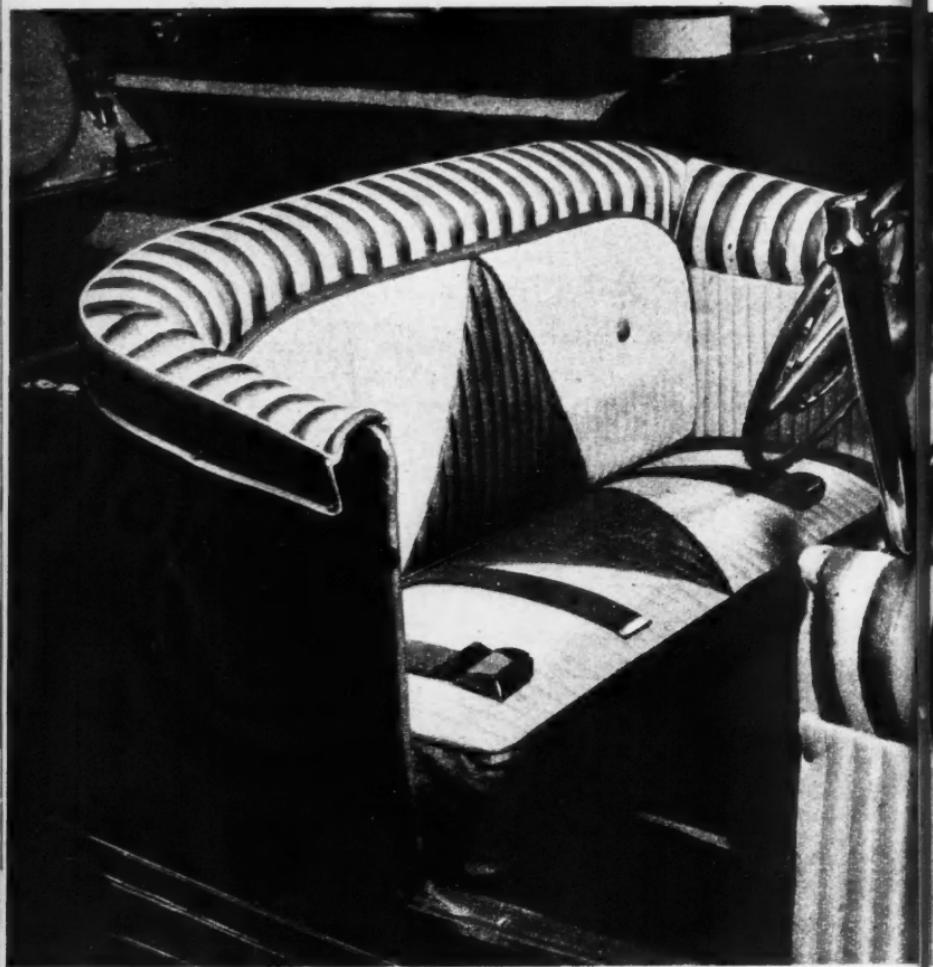
core

mall

DRAFT

OCTOBER, 1958

CONTINUED



## CUSTOM UPHOLSTERY

roadsters

### ABOVE •

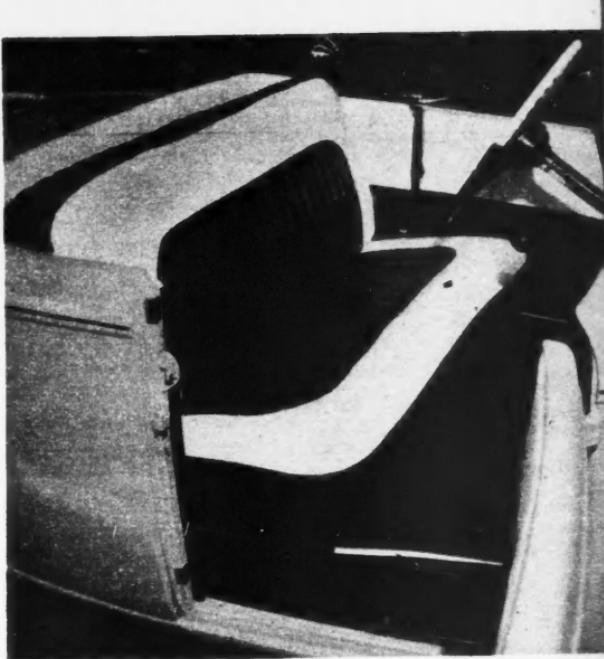
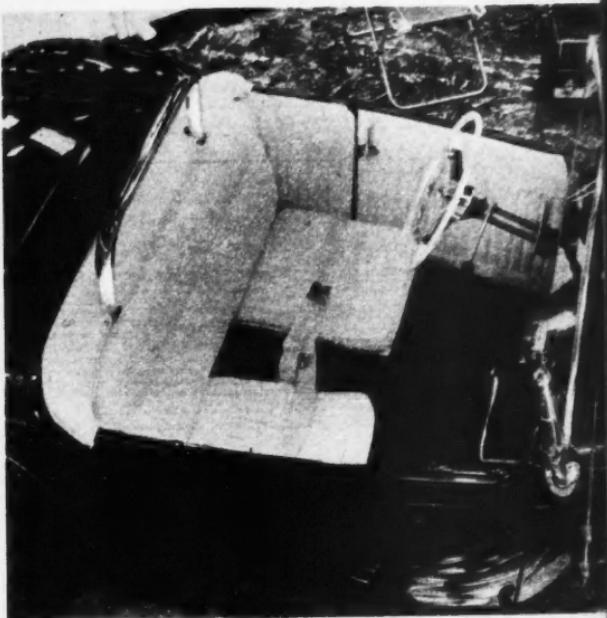
Heavy striped roll contouring perimeter of cockpit presents striking contrast to simple diamond pattern of seats in roadster above. Notice that door panels carry same theme.

### ABOVE RIGHT •

Roadster at top right features unusual seating arrangement in that seat bottoms are divided by driveshaft tunnel, yet back rest remains one-piece. Chrome roll bar blends beautifully with all-white interior. Note small "boot" filling space behind seat.

### LOWER RIGHT •

Plays of dark and light upholstery highlight cockpit of roadster seen at lower right. Large horseshoe pattern worked into design of seat is real switch from treatment of similar type.



OCTOBER, 1958

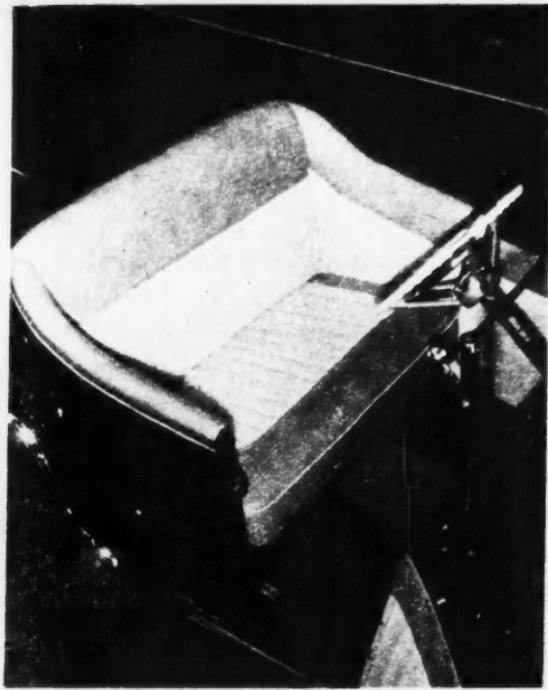
CONTINUED

# CUSTOM UPHOLSTERY

coupes

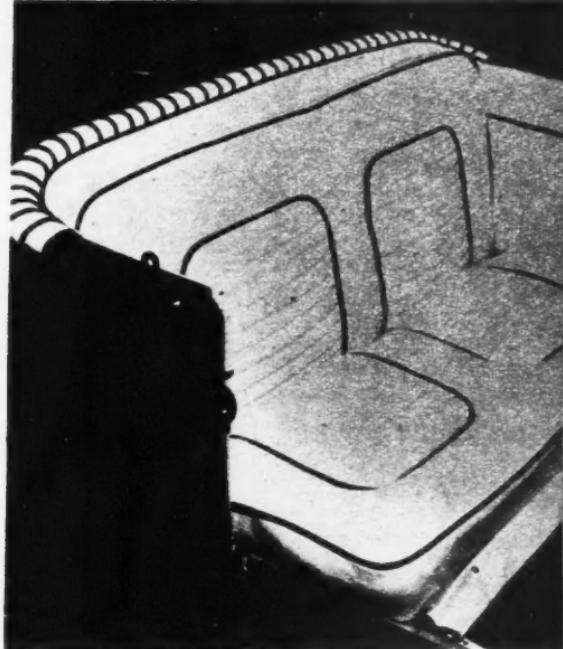
Individual seating arrangement as seen below is rapidly becoming standard practice with roadster enthusiasts, especially so with deeply channelled bodies. Area between seats is many times turned into functional use as an arm rest, instrument panel, or for radio.





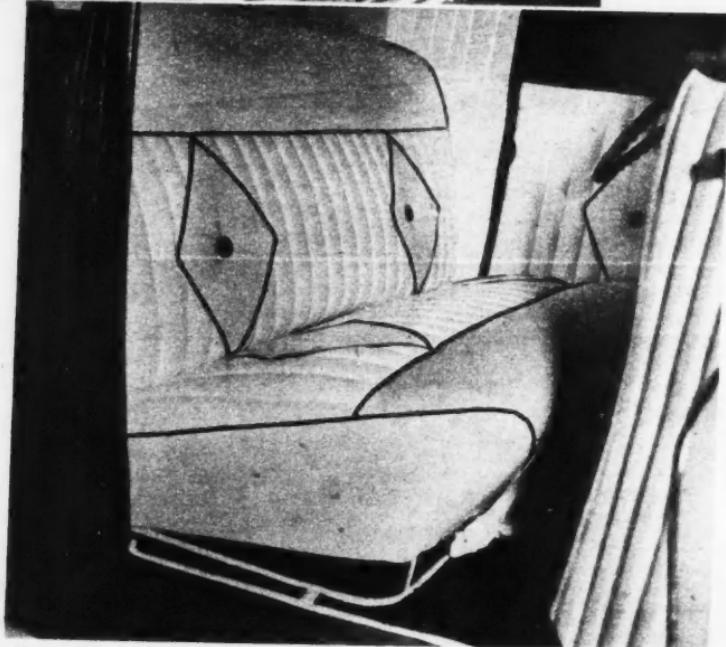
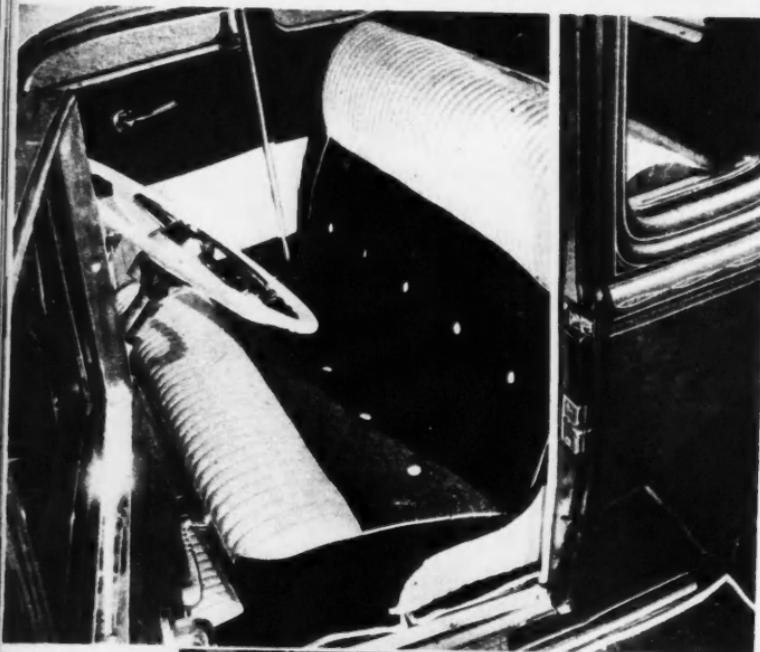
The traditional large roll and pleat designs still retain their popularity with small bucket cockpits found in early "T" Fords. Upholstery styling of this type seems to harmonize with simple lines of body playing down gaiety found in show cars.

Striking contrast is lent this all-white interior of rolls and pleats by bordering seat edges and contours with dark piping. Interesting roll at rear is combo of piping and Naugahyde in seats.



# CUSTOM UPHOLSTERY

coupes

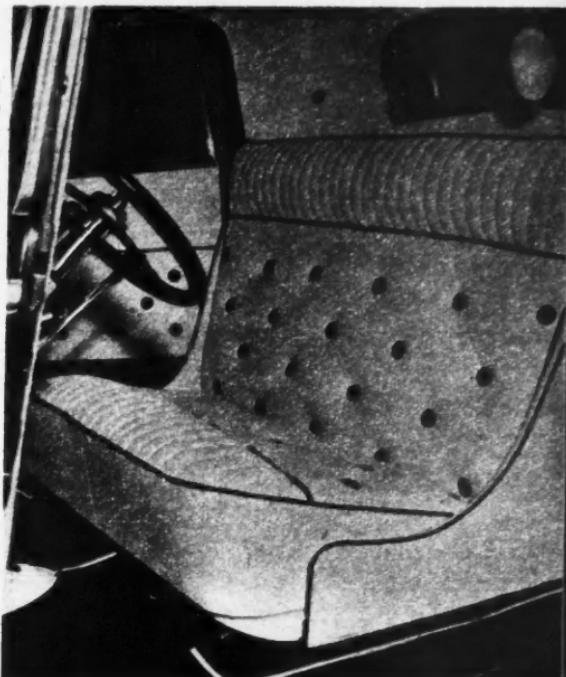


R  
An  
ori  
sty  
we  
in  
ter  
re  
ple  
sig  
but  
nes

OCT

**LEFT •**

Coupe interiors in many cases will follow similar upholstery trends found in late model custom cars. The one at our left incorporates a large head roll, is button-tufted, makes use of both fabric and Naugahyde for covering. Design is not too far removed from late model cars, but for a '32 Ford—the wildest!



**RIGHT •**

Buttons, pleats and contrasting piping all create special effects for this beautiful coupe's interior. Color scheme is red/white.

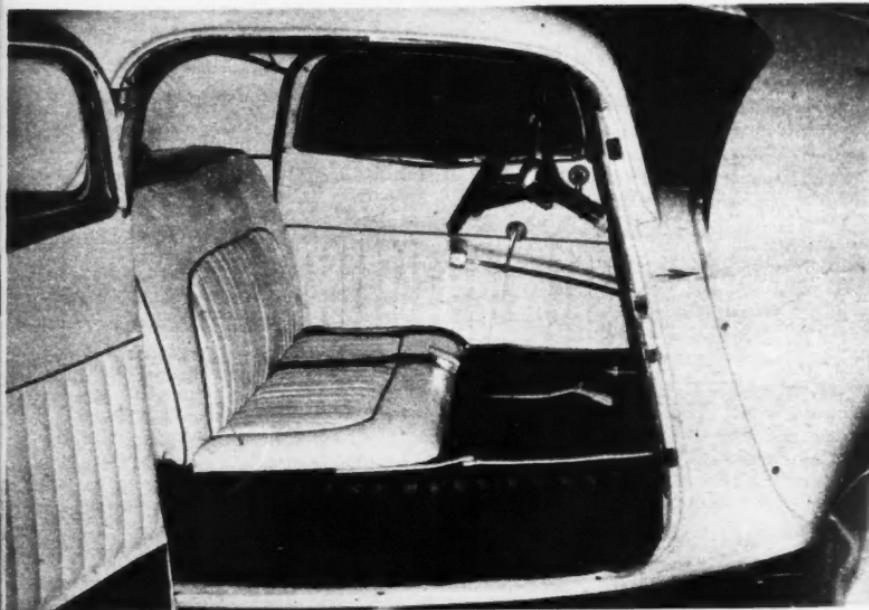
**LEFT •**

Similar to the roadster pictured on previous page, dark piping is again employed to accentuate and decorate all-white theme.



# CUSTOM UPHOLSTERY

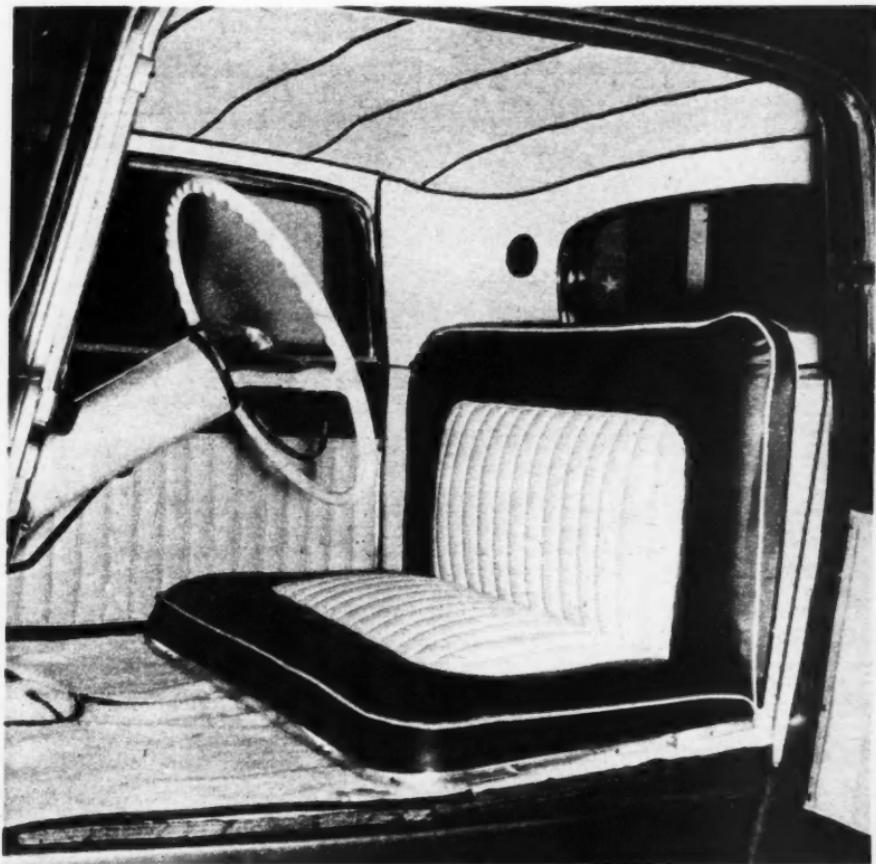
coupes



"The  
Inter-  
No  
ma  
mu  
cal  
ing  
wi  
ma

OC

"The farther down you go—the less height" seems to be theme of the channeled coupes. Interiors take on complete re-construction and emerge in all sizes, shapes and angles. No doubt something is left to be desired for comfort, but with so many new cushion-filling materials on the market such as rubberized horse hair, resilient styro-foam, etc., much comfort can be retained. Upholstery themes vary from rolls and pleats of vertical design to that of horizontal patterns. Unique upholstery treatment when channeling is to neatly apply row of pleats along exposed edge of frame rail as can be seen with '34 Ford at the top of the opposite page. Another though is to carry carpeting material from interior flooring down over the face of the frame for neat appearance.





## simplified **CHEV SWITCH**

by Bob Pendergast

**W**AY BACK IN THE April '56 edition of CAR CRAFT we described a pioneer installation of one of the then-new Chevrolet V8 engines into a '49-'52 Chevrolet. Long-time readers of this magazine will remember that out of the five pages devoted to the how-to-do-it photo sequence, three were required to reveal the complicated procedure needed to join the V8 bell housing to the "6" transmission.

Now, two and a half years later, the logical way to do the job, impractical to use before because of higher costs, can be revealed. Rather than go to the trouble of mating mis-matched components, why not use V8 parts all the way? In '56, a junk yard possessing a '55 or '56 Chev was a rare thing, and the only source of Chev V8 transmissions, drive-shafts and rear-ends was the Chevrolet dealers' new-parts bin. The cost of substituting these late-model pieces was prohibitive.

But all this was changed — the '59 models are already being seen around town in many areas, and a '55 is considered "an older car." Any '49-'52 Chev owner who thinks enough of the "Ol' Gal" to liven 'er up with a '55-'57 engine shouldn't hesitate to really go the route



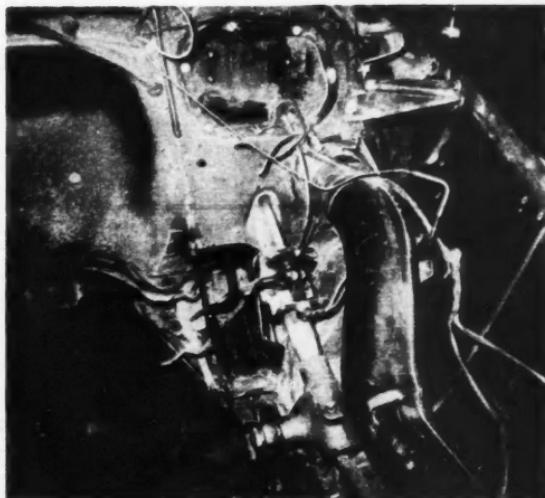
and put in a complete drive-line to match — particularly when the parts required may now be obtained from the neighborhood "junkyard" for a fraction of their original cost. Life expectancy of '49-'52 drive-line components hooked to a high-stepping V8 isn't too great anyhow — so if you didn't replace them now, you would probably need them later anyway.

So this is how it's done — the "6" engine, trans., and torque-tube drive rear-end are removed, followed by the installation of the '55-'57 rear-end, Hotchkiss drive-line, and

trans. The swap described here used a Powerglide, but is only slightly more complicated when using the stick-shift box. New center-bolt holes must be drilled for the rear spring mounts to accommodate the later rear end, but the correct location is only  $1\frac{3}{4}$ " forward of the original. Two '55 drive-shafts are then split, and re-spliced together to form a new shaft of the correct length — better measure this one yourself as factory tolerances sometimes vary. Then you're ready to take up where our accompanying sequence begins.

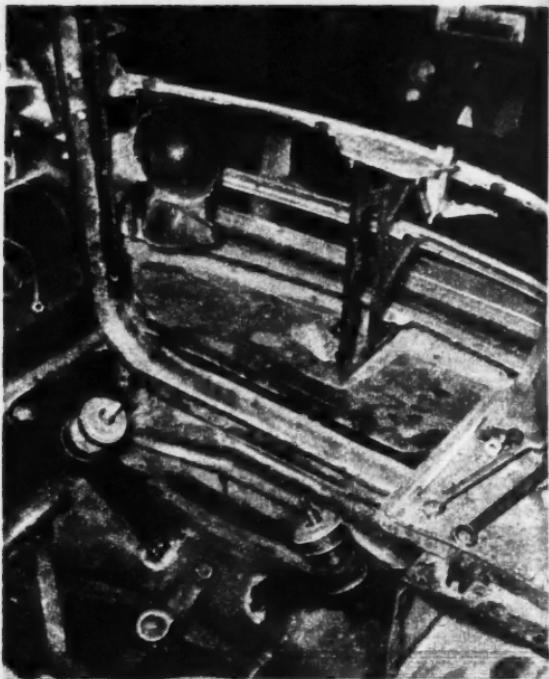
ABOVE, LEFT • Ken Scott, right, Alabama engine swapper, and his dad get '55 Chev V8 with Powerglide ready for installation in Dad's '51. Swap was simplified through use of '55 Chev transmission and rear-end, plus longer-than-stock driveshaft that was made out of two used ones.

RIGHT • Longer driveshaft allows engine to be mounted farther forward than if original was used. This eliminates chopping out of heater duct as was formerly required, but firewall braces must still be "put to the torch" as shown in accompanying photo.

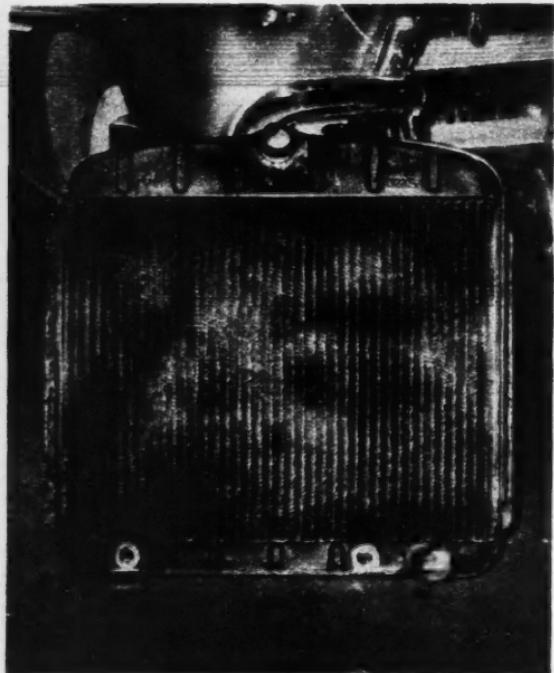


## ENGINE SWAP

New front engine mounts were fabricated from  $\frac{5}{16}$ " steel stock. The lower ends rest on cross-member while upper ends are secured to top of frame rail. Angle of the mounts matches inclination of pad on engine block, providing more resistance to twist than there was before.

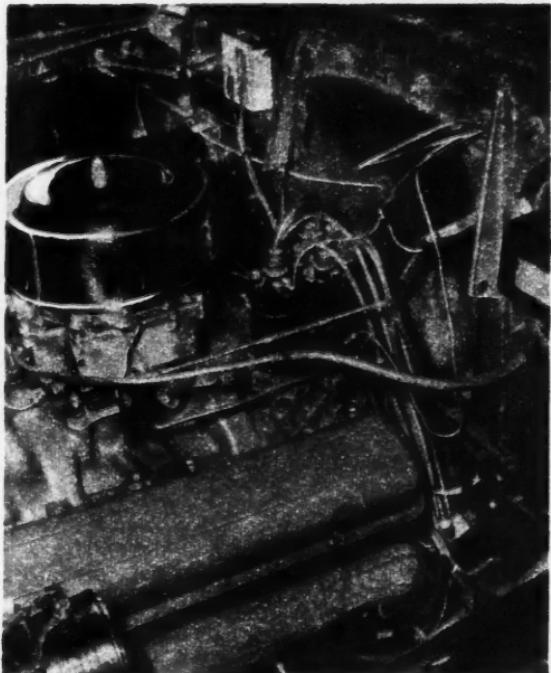


Photos by Ken Scott



Cooling system conversion was accomplished by modifying the existing rad. Lower tank was removed and replaced with '55 component to provide two outlets. Stock upper tank was retained but inlet size had to be changed to conform to V8 hose.

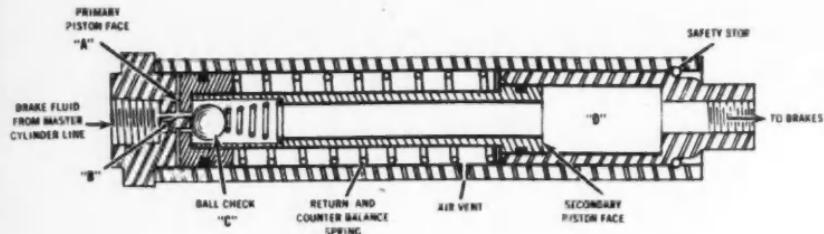
Two pieces of  $\frac{1}{4}$ " steel plate were cut to shape and welded together to form rear transmission mount. Adapting late Powerglide to early chassis required no additional changes other than using same linkage as car for correct quadrant reading.



Throttle linkage was adapted from '55 Ford "6". Electrical system conversion included changing to 12V bulbs throughout, installing resistor between battery and radio and heater. Speedometer cable hooked up to the late PG without changes. Conversion is now in daily use.

# EASY POWER BRAKE INSTALLATION

**new self-contained unit makes  
child's-play of a man-sized job**



BY BOB PENDERGAST

Photos by Colin Creitz

THE HISTORY OF THE automobile is replete with that most difficult and complicated of engineering tasks—*making things simpler*. Early cars had mechanical brakes that were simple in principle, but complex in operation due to their constant need for adjustment. Talk to any old-time rodder who ever drove an early mechanical-brake equipped Ford roadster, and he'll tell you that the one tool he wouldn't leave at home was the wrench used for adjusting the brakes.

Hydraulic brakes, much more complicated in principle, replaced the mechanical models because they were *simpler* in operation—adjustment was seldom required between lining replacements. Now power brakes have come into vogue—but unfortunately seem in many cases to have reversed the trend. Although simple in principle, many power brake units are complex in operation, requiring a complicated procedure to install on cars not having them as original equipment.

To get the power boost without the complications, it takes a simple gadget to do the job—at least one that's simple in operation. We discovered one recently that's so simple

in operation and installation that we knew that it must be complicated in principle, and sure enough, it was. The long and short of it is this: complicated principle, simple operation and installation. It's called the "NO-VAC" brake control.

Consisting of a firecracker-sized cylinder with a threaded opening in each end, the "NO-VAC" is installed in your hydraulic brake system between the master cylinder and the lines running out to your car's wheel cylinders. That's all there is to it—simple, huh? You put in this little gadget, and for any given amount of line pressure you need, the pedal pressure is half what it would be with the stock system.

But simple as the installation shown in the accompanying how-to-do-it photos actually is, the principle that makes this simplification possible is devilishly complicated. Look at the cut-away drawing of the "NO-VAC" and you'll see a cylinder with two pistons; one within the other, controlled by two coil springs. In the midst of it all you'll notice a ball-check valve, and probably wonder what it contributes. In fact, you'll probably fail to

understand how anything so simple can do so much—we did!

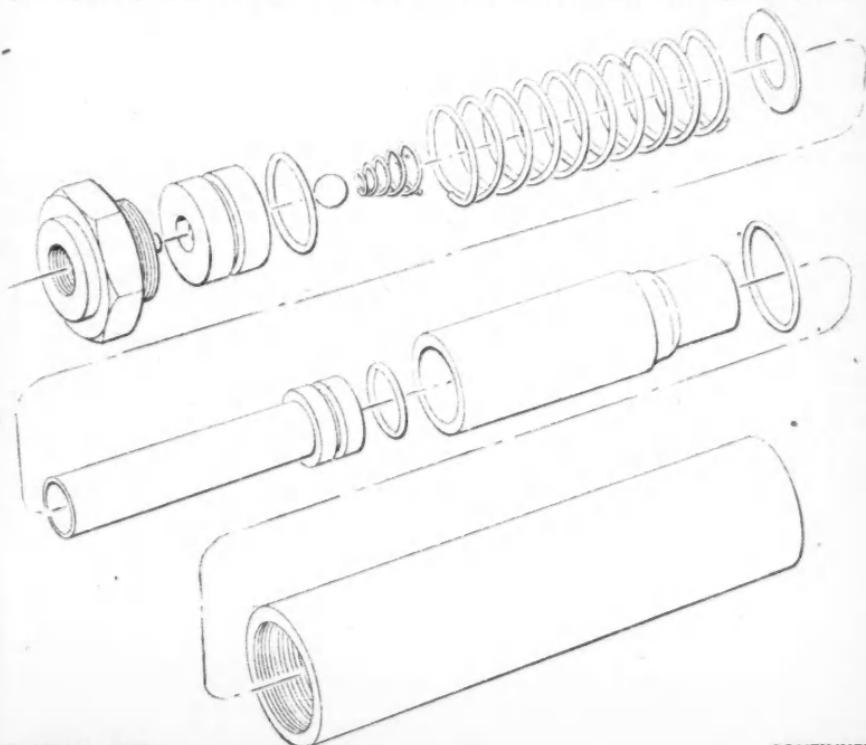
But an explanation was forthcoming from one of the design engineers at Superweld Corporation, the North Hollywood, California firm that manufactures "NO-VAC". Then the light went on—the little piston (see drawing) within the bigger one is what gets the job done. To fully understand, let's look at how your stock system works: When you depress your brake pedal, the plunger in the master cylinder forces hydraulic fluid out of the cylinder into your network of lines leading out to the wheel cylinders. There, this moving fluid is put to work forcing the brake shoes outwards into contact with the revolving drums. Additional pressure, as required, is supplied by your foot, via this system, to increase the pressure between shoes and drums until the friction applied is sufficient to slow the car the desired amount.

When "NO-VAC" is installed between the master cylinder and the lines, something different takes place. When the pedal is depressed, etc., and the fluid flows out of the master cylinder, it now goes into "NO-VAC" before entering the lines. Fluid flows through "NO-VAC" until enough has passed to move the shoes out against the drums. Up to this point, pedal pressure with or without power

brakes is about the same in any system, because there's little resistance to the outward movement of the shoes. But—when the shoes come into contact with the drum and the heat is on, literally, that's when the system without power assist requires you to grunt a little to get the car stopped.

Not so with "NO-VAC"—because this is when the little plunger inside the big one springs into action just like a comic book super-being. The primary (bigger) piston face moves away from the fluid entrance allowing that heretofore mysterious ball-check valve to close. Pressure now builds up behind the smaller, secondary piston at a rate greater than on the primary piston face. This increases the pressure in the lines, boosting brake shoe pressure—and at no cost to the sole of your shoe because of the *extra leverage* gained by using the *small* plunger to do the *big* part of the brake application job.

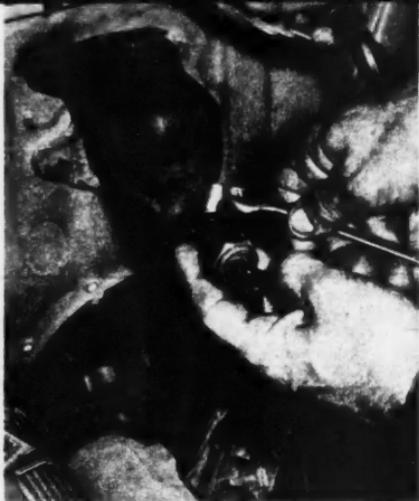
This is because a small plunger working against a bigger one through hydraulic fluid gains leverage in the same way a long bar is better than a short one when you're trying to pry-off a corroded cylinder head. So you see that the *simplification* offered you in installing power brakes on your car has only come about through a *complication* in the principles involved—anyone for engineering school?



## EASY POWER BRAKE INSTALLATION



First step in "No-Vac" installation is disconnecting main line from master cylinder. Units are available through parts suppliers.



Fitting furnished in "No-Vac" installation kit replaces line just removed. Unit mounts directly on cylinder in many late cars.



"No-Vac" unit is attached to cylinder; new outlet fitting to main line fastened. Sellers of the new unit will be equipped to install.

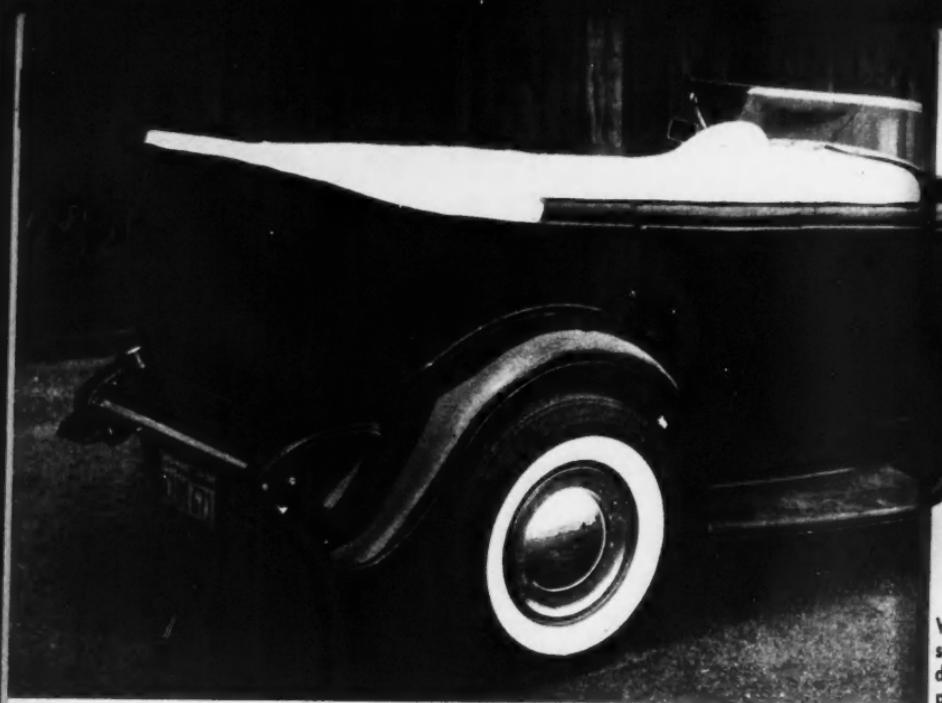


With all fittings tight but one, system is bled and additional fluid added as needed. "No-Vac" price is under \$35 in most areas.

re-driven '32 Ford Phaeton makes a fine  
ES-AIR FORDOR



Jet-Black Deuce is rare four-door Phaeton model, lowered up front via dropped axle, otherwise retaining standard suspension. Mercury hydraulic brakes halt rotation of composite wheels, made-up from Merc centers mounting Chrysler wide-base safety rims.



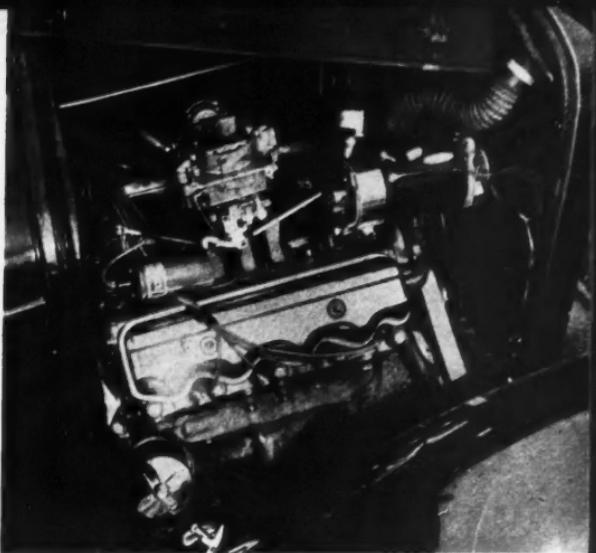
# Fresh-Air Fordor



Wind  
sever  
didn't  
place

Build  
Men  
Dale  
City  
Paro

Unive  
beam  
appea  
Filled  
make



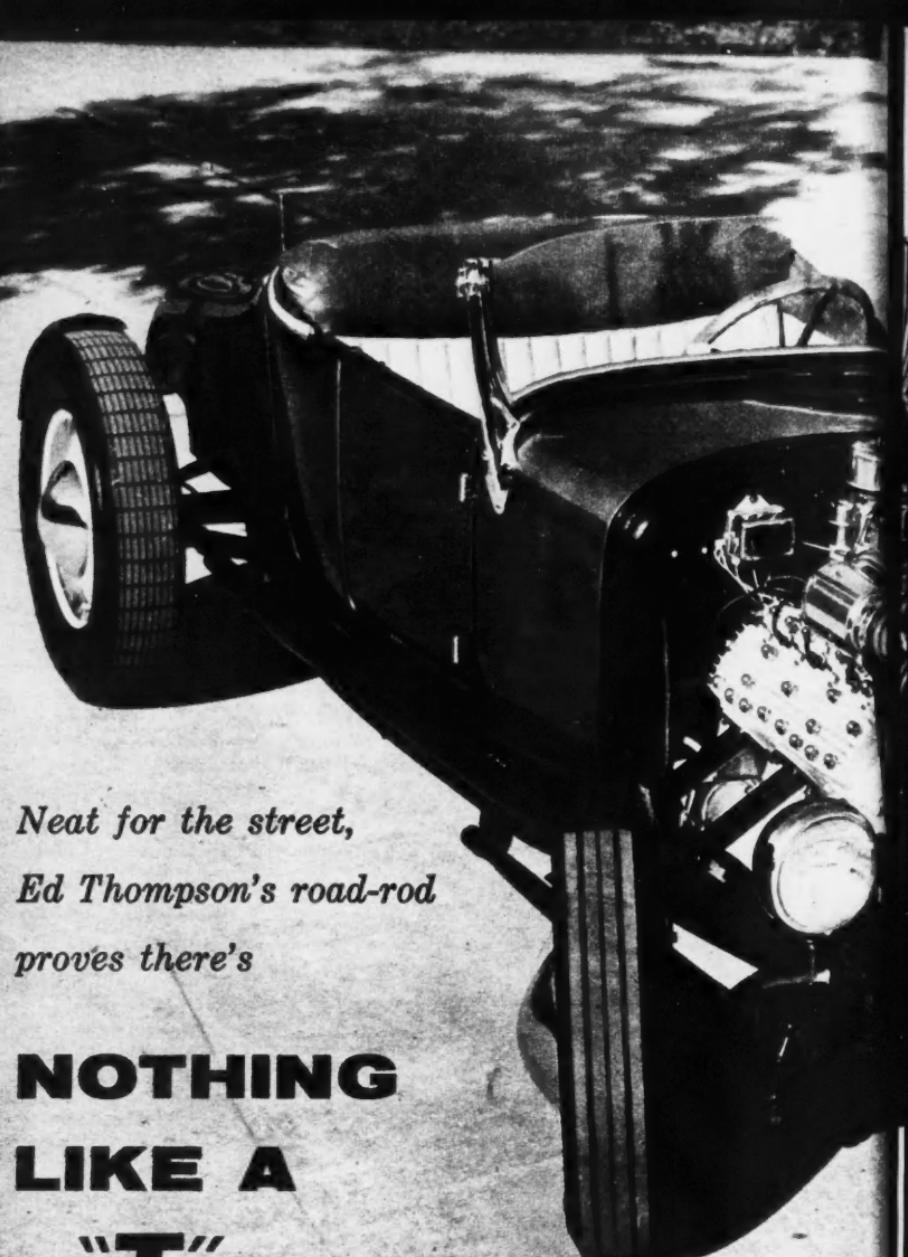
Windshield frame has been chopped some seven inches since the builder decided he didn't want to run a top. Tinted glass replaces original. Rear-end is 3.78 '48 Merc.

Single-rocker-shaft '55 Dodge mill is model with "Polyspherical" heads, runs Spalding cam, solid lifters, Dodge "D-500" ignition. Lincoln gears boost low and second "wind".

Builder Ron Durr hails from Menlo Park, Calif., says Dick & Dale's Upholstery of Redwood City get credit for fine tarp; Parodis of same city did lacquer.

Universal replacement seal beams were chromed for added appeal, as was mounting bar. Filled-in shell and louvered hood make hot rod status "official".





*Neat for the street,  
Ed Thompson's road-rod  
proves there's*

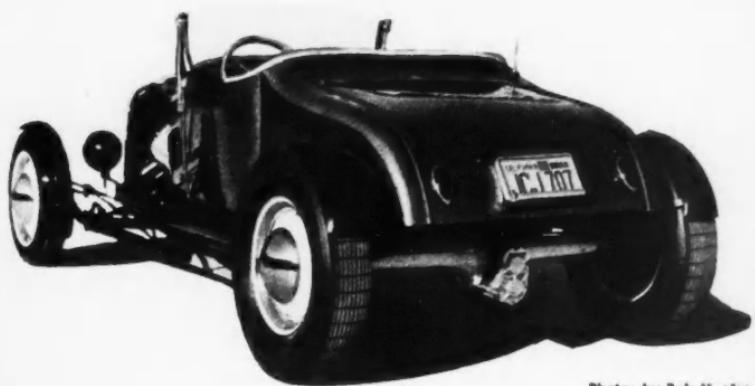
**NOTHING  
LIKE A  
"T"**



Belie  
Thom  
Fille

Upp  
trad  
Indiv

OCT



Photos by Bob Hardee



Believing that roadsters in general and "T's" in particular are the only true hot rods, Ed Thompson of San Diego, Calif., expresses this opinion with his purple-lacquered '27-T. Filled-in '32 shell is one of its classic features. Ed expressed his tastes in an immaculate way.

Upper corner photo reveals feature of Thompson's car conforming to California roadster tradition: '39 Ford taillights. In the "old" days, only "squares" ran anything else! Individuality spiced tradition throughout the car. Fenders were built to conform with law.



ABOVE • Exotic-looking tires are Wards racing ribs, front, and cross-grooved Goodyears. Dropped axle and reversed spring eyes have tie-rod pass above radius rods.



RIGHT • While '48 Ford hydraulics do the binding chores in the rear, special Kinmont disc brakes snub-down the front. LEFT • Halibrand quick-change rear end center section permits 3.27 ring and pinion ratio to be reduced to 4.05 for slower city driving.

RIG  
bra  
whi

BEL  
fram  
finis

COR  
.030  
head  
and  
flyw

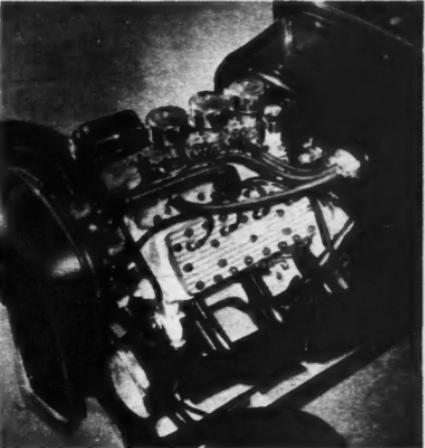
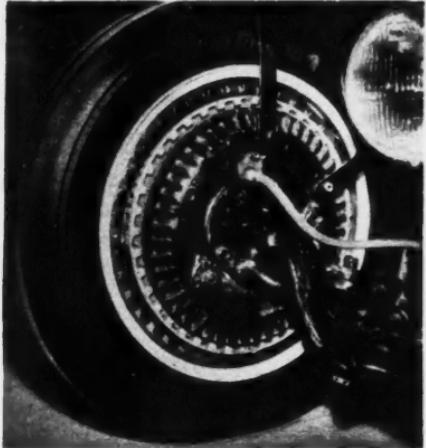
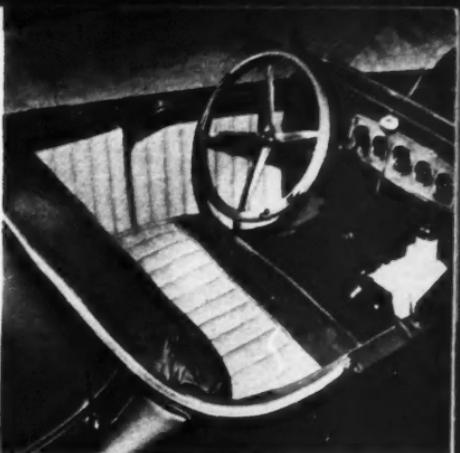
1950

1951

**RIGHT** • Authentic "T" wheel and windshield brackets furnish contrast to modern tan and white upholstery, S-W instrument cluster.

**BETWEEN** • '32 frame, front and rear-ends, trans, make-up running gear. Fabulous finish, all bodywork done by Art Johnson.

**CORNER** • Flathead Merc boasts 292" from .030" over 3 3/8" bore, 4" stroke. Edelbrock heads and manifold, Harman-Collins cam and mag boost power through Albro clutch-flywheel combination. Honest horses: 230!



*In Vancouver, B.C., hopped-up  
and customized Chevs are a popular*

# COLUMBIAN COMBINATION



Owner Milt Goodman and friend Jack Williams, both of Vancouver, B.C., Canada, collaborated on the designing and metal-work on Milt's '55 Chevrolet two-door. Stock grille cavity is filled out with cut-down '58 Chevy grille. A simple grille swap for the '55 Chevys.

**RIGHT** • Side appearance is cleaned up by shaving of door handles and removal of vertical trim strips. Re-worked spindles dropped front end 4" while blocks are used for 6" drop at rear. Short lakes pipes protrude just behind front wheels. Hubcaps are Chrysler Imperial.

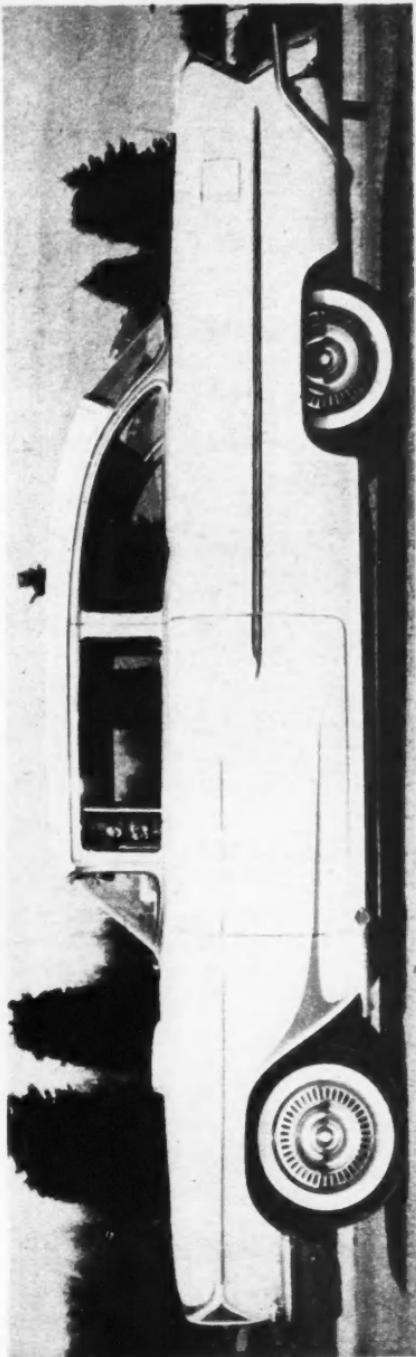


Photos by Bud Lang

lab-  
rille  
vys.

ical  
o at  
rial.

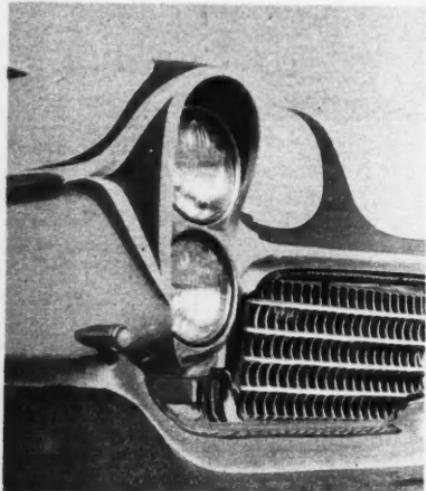
AFT OCTOBER, 1958



CONTINUED

# COLUMBIAN COMBINATION

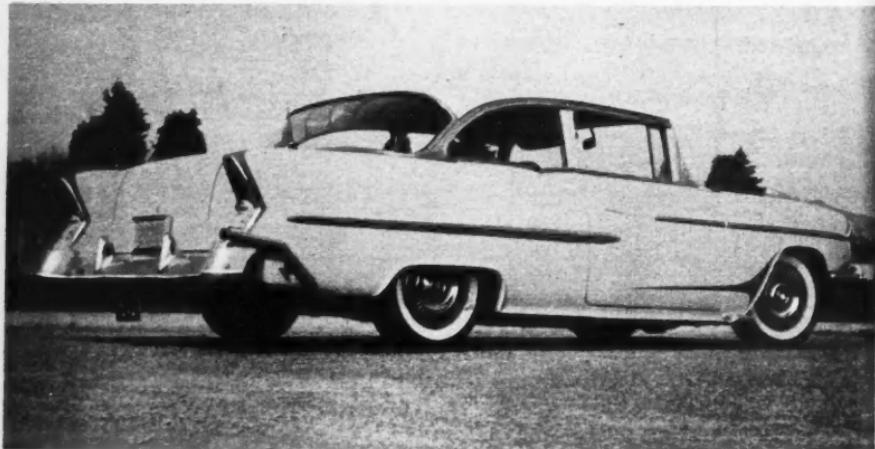
Novel headlight treatment features '58 Chevrolet quad-light units mounted vertically. "Flares" are molded to the fenders.



**BELOW** • Car is painted Iris white and has tasteful, moderate paint scalloping in contrasting color. Rear bumper is '56 Chevy.



**ABOVE** • Special-built aircoop, with chrome trim in opening, is mounted on shaved hood. '58 Chev front bumper is sectioned 6 1/2".

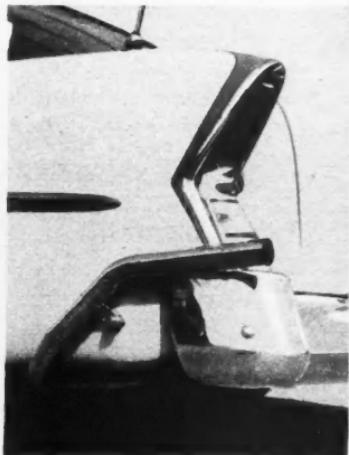
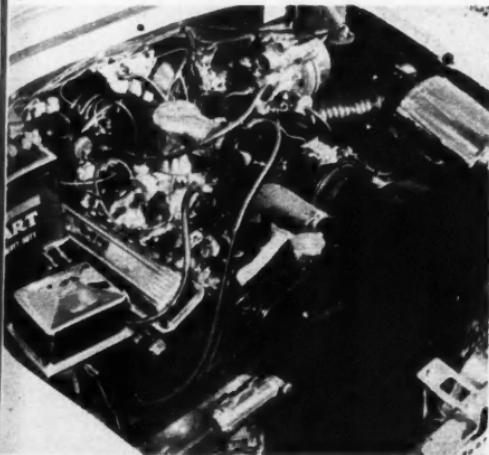




chrome  
hood.  
5 1/2".

Sparkling, hopped-up '56 Chevrolet mill has competition cam, Mallory ignition and a McCulloch supercharger. Car runs at drags.

Rear fenders are extended 4 1/2" and formed to house complete '56 Buick taillight units. Note the unusual treatment of exhaust pipe.





# MISSION ACCOMPLISHED

*Bill Shank's Chev was modified with this magazine in mind*

Chrysler grille of '56 vintage graces front end of '56 Chevy. Headlights, parking lights, and bumpers are stock. Olds discs and header plugs add to custom appearance. Pleated and rolled interior with maroon and white color scheme vie for viewer's attention. All exterior chrome trim except side pieces were removed lending "clean" look to Chev coupe.



Photos by Dick Day

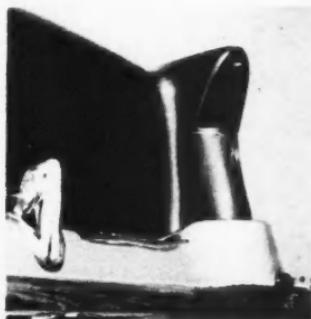


Owner Bill Shank of Duarte, Calif. examines fine custom work on Chev's front end. His desire to own and build a stand-out custom came thru an extensive reading of this magazine. Time spent restyling Bill's Chevy was one month. Bill is a member of the Sirchers.



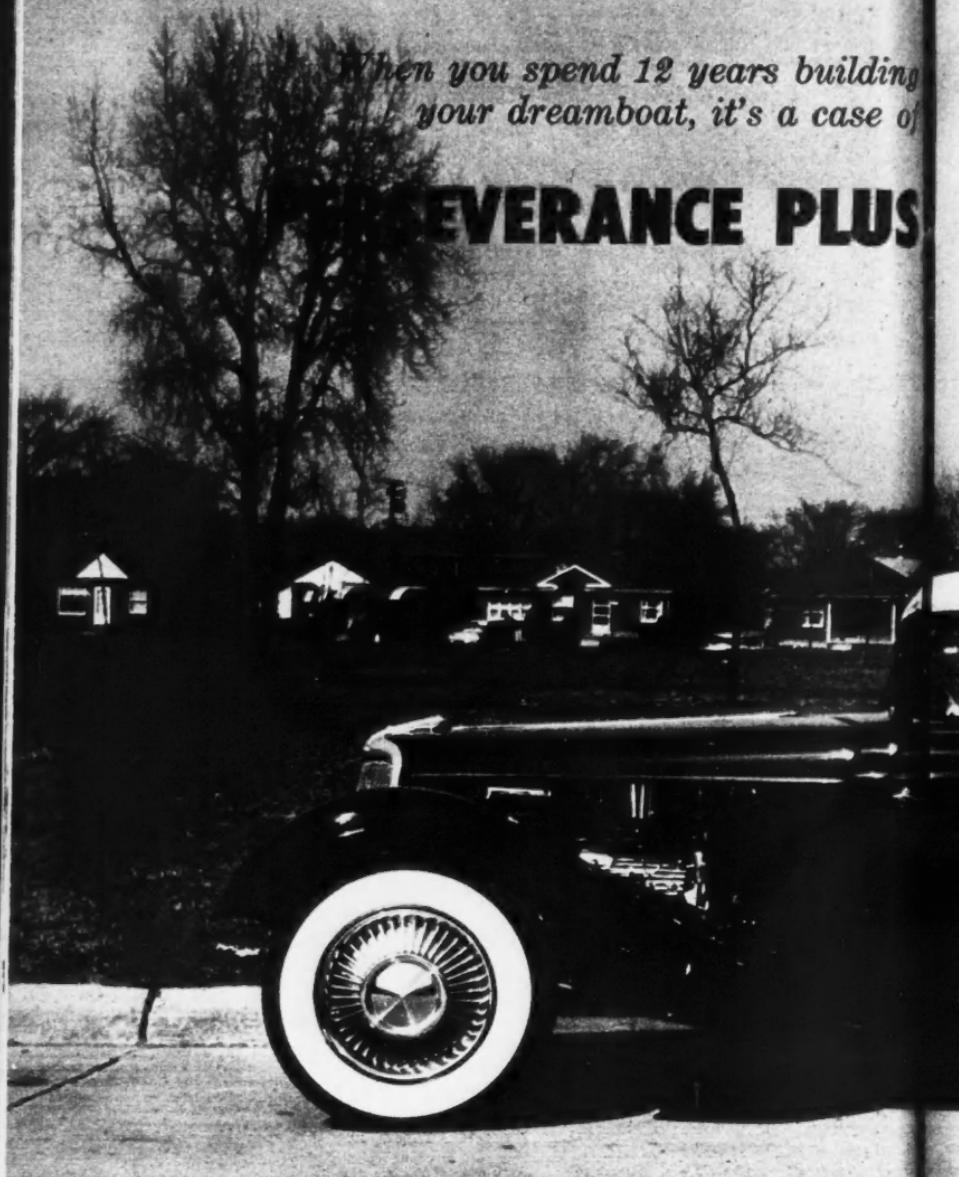
Rear view of Shank's Chev is simple and well proportioned. Virgil's Body Shop of Monrovia is credited with all body work on Titian Red beauty. Car is lowered 5 inches both fore and aft. Pin-striping is by Tom Kelly.

Popular '56 Buick lenses were installed in frenched opening. Smooth metal work can be easily seen, as is neat pin-striping which accentuates custom work. Notice exhaust tip thru bumper, a "must" on today's customs.

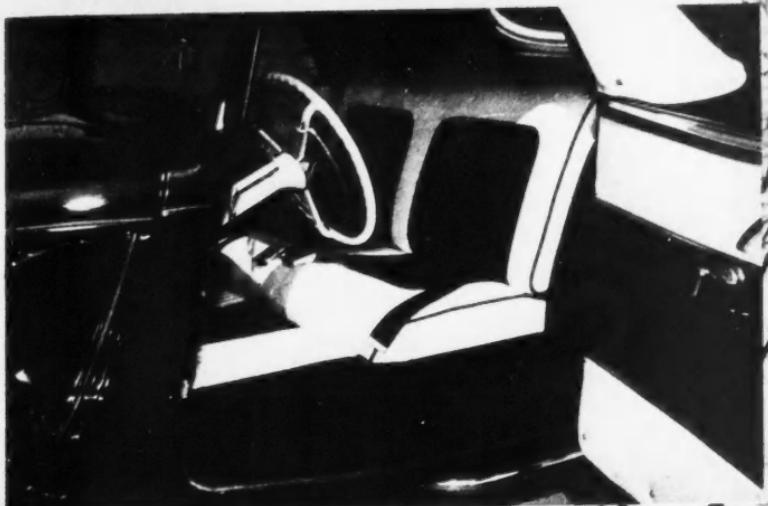


*When you spend 12 years building  
your dreamboat, it's a case of*

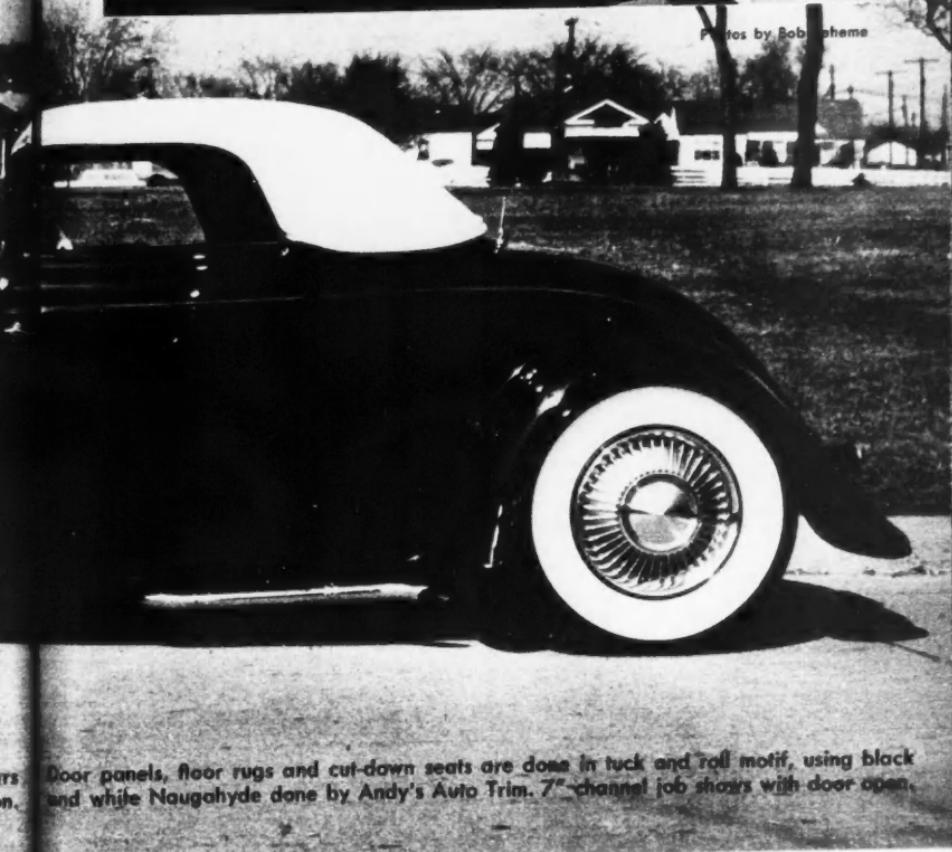
## **PERMANENCE PLUS**



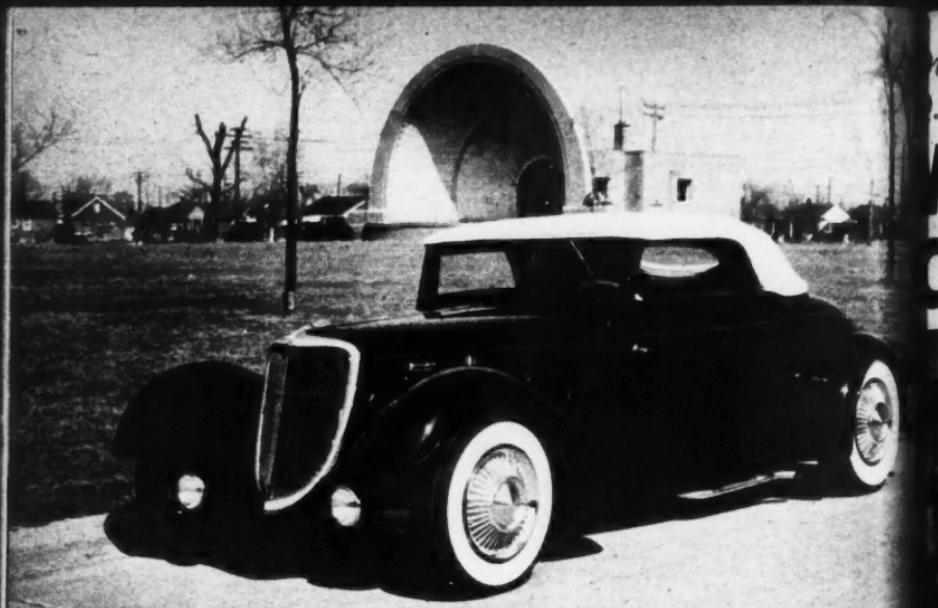
Ernest Szelesi of Lincoln Park, Michigan is a determined young man. He has spent 12 years and \$6,000 modifying his '33 Ford roadster to achieve its present immaculate condition.



Photos by Bob Schenck



Door panels, floor rugs and cut-down seats are done in tuck and roll motif, using black and white Naugahyde done by Andy's Auto Trim. 7" channel job shows with door open.



4" chopped top adds to car's low silhouette. Bobbed fenders fore and aft, low mounted headlights, rocker panel exhaust pipes and Continental hubcaps are all part of make-up.

## PERSEVERANCE PLUS



Healthy powerplant is  $3\frac{3}{8}$ " by  $4\frac{1}{8}$ " '33 Ford. Extra zip is attained by Edelbrock 3-pot manifold and heads, and Isky cam.



Deck lid is shaved and all seams in tail-panel are frenched. Taillights are '46 Ford with chrome removed. There's no bumper.

ver 100 entries stormed around San Fernando's  
M. track—inaugurating the first annual

# WESTERN CONFERENCE CHAMPIONSHIP MEET



Buster Vernard, 15 year old leadfoot from North Hollywood, Calif., expertly tooled his DMC to an impressive victory in the 35 lap Class AA Open Fuel Main. Buster also had fastest lap time of the meet with a rapid 7:06 and received trophy for being voted Most Popular Driver of the meet by the other drivers.



Photos by Medley, D'Olivo

OCTOBER, 1958

CONTINUED



## Q. M. CHAMPIONSHIP MEET

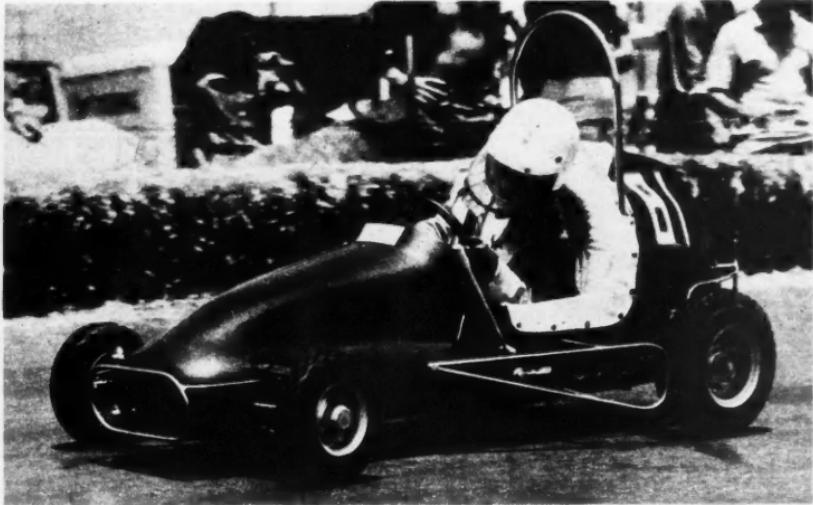


Ronnie Waid, car #22, and Steve Hilton, inside, shown in tight quarters during hectic battle for first place in Senior Stock Main. Ronnie, 9, went on to win in Race Craft.

LOWER LEFT CORNER • Ten year old Chris Shelly beams proudly after taking honors in 35 lap 8 cu. in. Main. Starting on pole, Chris, in Kurtis, was never passed.

BELOW LEFT • One of Southern California's top Q.M. drivers, Mike Olivero, shows slight disappointment after spinning out in tangled turn of Fuel event. Mike was running well up in pack with new bodied Viking-Craft.

Driving like an old pro at the tender age of 7, Dusty Blauvelt is shown wheeling and dealing during 25 lap Junior Stock Main. Starting in the next to last position, Dusty maneuvered his Pacemaker through tight traffic to emerge the victor of the event.



# Q. M. CHAMPIONSHIP MEET



Much time, work and preparation must be given to cars before they ever set a wheel on the track. Adjustments, tuning and repair work keep Dads hopping in the pits between races.

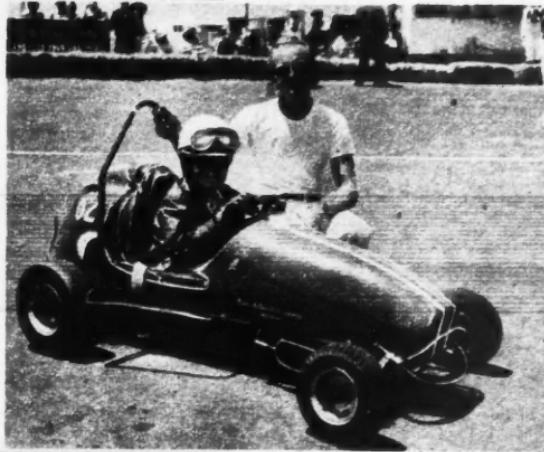
**BELow** • The seven main event winners proudly display their beautiful, man-sized trophies.





Rooters from Glendale, Calif., cheered home-town favorite, pretty, little Donna Pemberton, 8, to an exciting wire-to-wire, victory in Class B Junior Main. Donna drove a H.P. Safe QM.

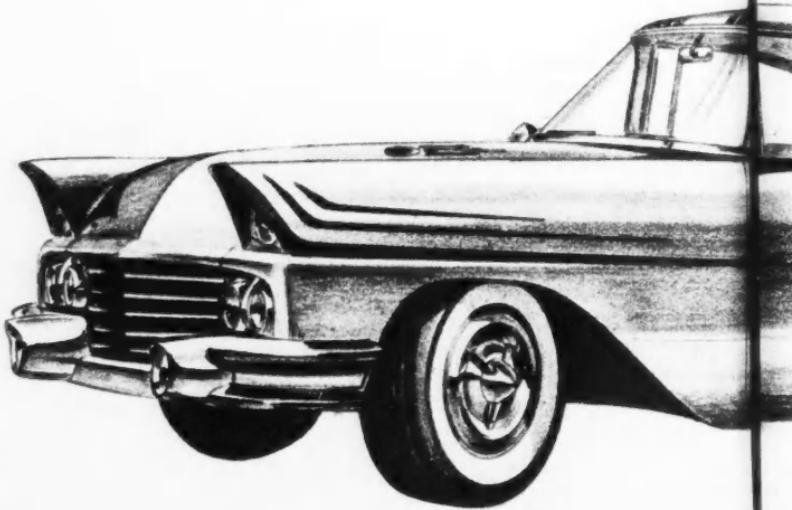
9 year old Billy Phillips cuts loose with a tight-lipped smile after being announced the winner of the Class B Senior Main. Bill steered his Speedway into first place on last lap of race. The meet was sponsored by TV Quarter Midget Assoc., under guidance of John DuPree, Pres.



Even though his Kurtis wasn't running well, Randy Wagner entered Class A Main. Although he was being lapped left and right he continued to run. In the closing laps, spin-outs and mechanical trouble took their toll on the leaders. As they dropped by the wayside one by one, Randy determinedly chugged on to win by being only remaining driver.

MANY OF OUR readers have requested that we devote one of our Restyle features to the '55 Mercury. We took the requests to Robert Martinez, owner of House of Custom in San Diego, California. He could readily see why there was such great interest in these particular cars. He said that their design was such that even when given a moderate touch of customizing it could turn into a thing of real beauty. We told Robbie to use his imagination and \$1,000, mythical of course, to show us proof of his statement. See if you don't agree that the end results, illustrated on the pages, are indeed proof of what can be accomplished on these models for a nominal amount of money.

# HOUSE OF CUSTOM RESTYLES THE '55 MERCURY

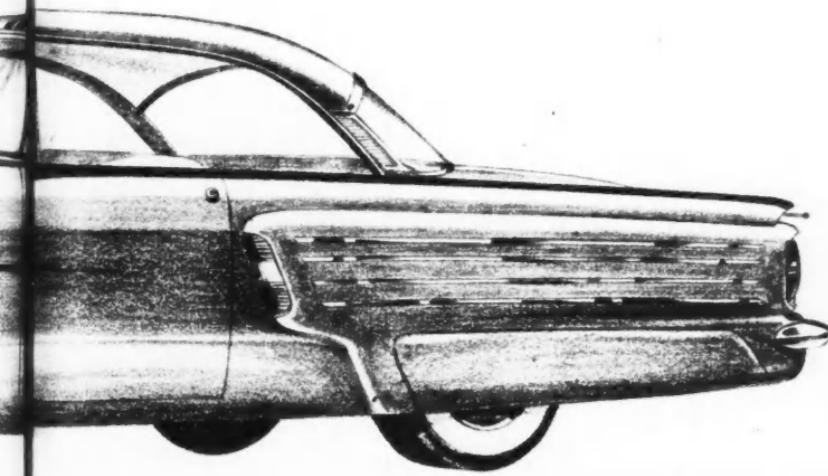




#### BODY MODIFICATIONS

As usual, the first step was to lower it. Coils were cut up front, springs de-arched at rear and the frame C'd. To provide adequate driveshaft clearance, the driveshaft tunnel was cut and raised. Next, all side trim was removed and holes filled in. Door handles were replaced by '58 Lincoln door buttons. Robbie then introduced a novel switch. In the leading edge of the raised portion of the rear fenders, he cut a scoop-like opening. Into the center of this he installed a parking light, then filled it out with chrome trim. The front wheel wells were flared back, giving a more streamlined appearance. He then added one of the latest style gimmicks — an Impala-type scoop.

*Robert Martinez*



ILLUSTRATIONS BY DICK COLLIER

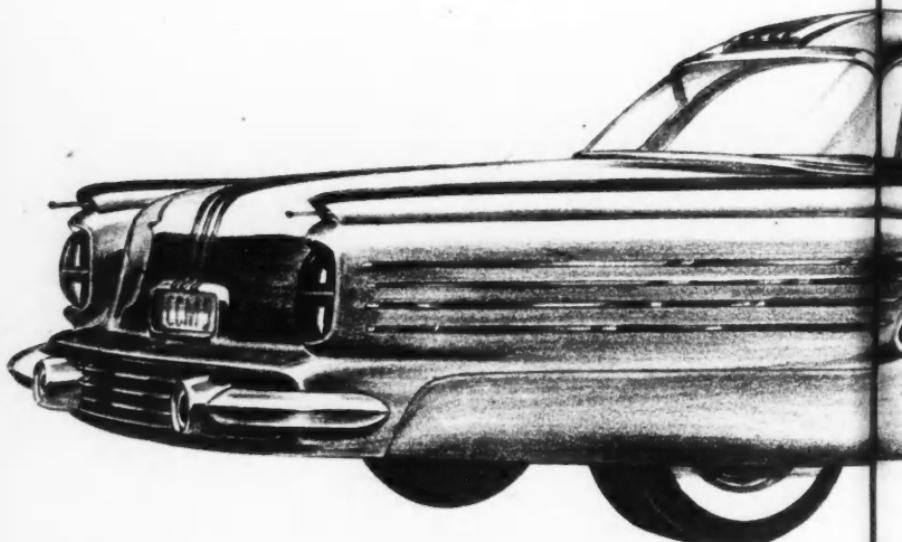
## **HOUSE OF CUSTOM RESTYLES THE '55 MERCURY**

### **FRONTAL CHANGES**

The stock Merc headlight rims were built up slightly and frenched to lend them a more pronounced "shade." After filling the seam of the stock grille shell, Robbie constructed a new grille out of  $\frac{3}{4}$ " chrome tubing. On each side of the grille cavity, incorporated into the grille's design, he mounted '58 Chevrolet parking lights. For front end protection he modified a '56 Buick front bumper to follow the Merc's fender line. Ornamentation was removed from the hood and a Buick porthole was sunk into each side for air scoops.

### **REAR ASPECT**

On the rear, Martinez started with the tail lights. First he extended the openings and finished the edges with round rod. Then he inserted two sets of '57 Oldsmobile "96" lenses, vertically and back-to-back. Over the stock taillights he cut a pair of small scooped openings and in these, mounted radio antennae.



horizontally. Next he molded a license plate housing on the panel just below the deck lid. To make advantage of the latest craze of rear grille styling, he formed a cavity by structuring two '53 Studebaker grille shells together, one inverted. To follow this contour he grafted to the ends. Between the bumper bars he constructed a small tubular grille, similar to the one used up front.

**TAIL**

To add a little sparkle, Robbie installed dual spotlights and ran four strips of chrome down the rear fenders. He then modified the tail a set of '57 Mercury skirts to blend with the fender lines. To finish off the car, Robbie Then had he would paint it in a solid metallic blue '98 or and use a moderate amount of contrast over the scallops to highlight the top scoop, port holes and a few of the more prominent antennae.

#### PARTS AND PRICE LIST

	Labor	Parts
Lowering	100.00	
Build grille and front bumper	125.00	95.00
Build rear pan and bumper	125.00	88.00
Mount dual spotlights	5.00	30.00
Modify taillights and install antenna	95.00	12.00
French headlights	40.00	
Modify '57 Merc skirts	15.00	30.00
Build portholes for hood		5.00
Cut scoops in fenders and mount parking lights	30.00	
Install Lincoln door buttons	8.00	
Cut away front wheel wells	20.00	
Make license plate housing	40.00	
Install top scoop	50.00	
Paint (material included)	55.00	
	738.00	260.00
	260.00	
<b>TOTAL</b>	<b>\$998.00</b>	

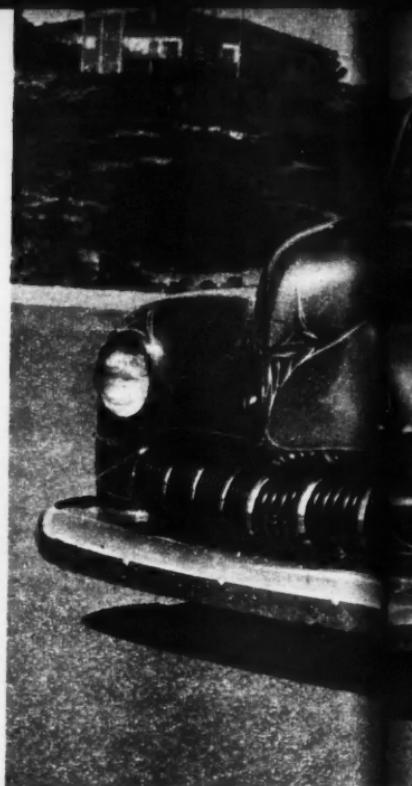


# OFF-BEAT BEAUTY

*Jack Monroe chose a path seldom followed—the '48 Plymouth route*



Frenched-in '47 Chevrolet taillights replace the original equipment. Highlight striping shown is repeated throughout car's design.



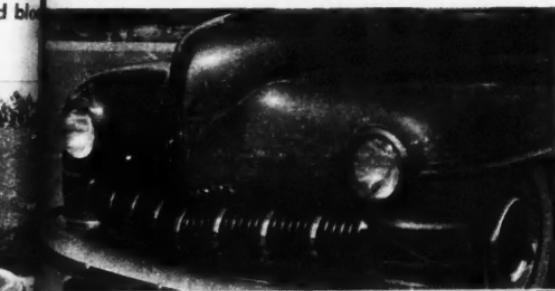
Rear view reveals filled deck, guard bumper, radical rake acquired thru chopped front coils, moderate-sized bla

Photos by Bob Harder



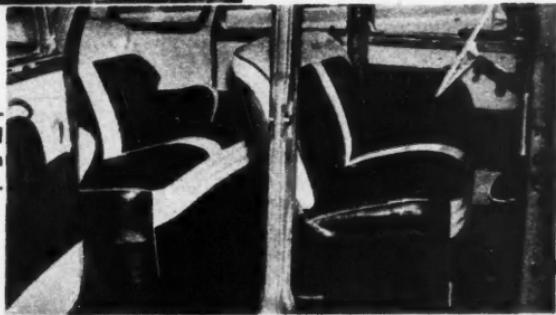


ward listening in Parakeet Green enamel, this 4-door rarity is now owned by Chuck Cleer, of  
San Diego, Calif. Last we heard, the new owner was readying a Dodge V8 for the jewel.



Vee'd '50 Mercury grille and shell are flanked by frenched headlights. Chrome bullnose strip, louvers are used to break up uninteresting expanse of the otherwise featureless hood.

arger of San Diego did-up interior in padded and pleated black/white Naugahyde with accent of red piping for contrast.



# Build Your Own Straightbar

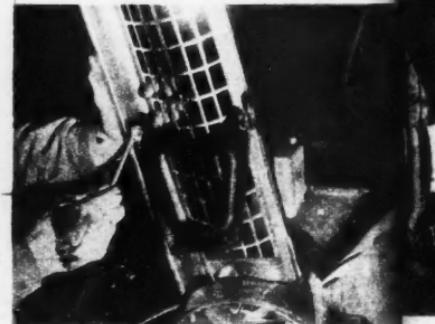
**A simple, inexpensive  
custom touch  
for many cars**



Photos by George Kambanis



1. First step consists of removing grille assembly from cavity. Bumper also removed.



2. Stock grille attachment brackets are removed from checkered grille assembly.

# High-Bar Grille for - \$5<sup>00</sup>

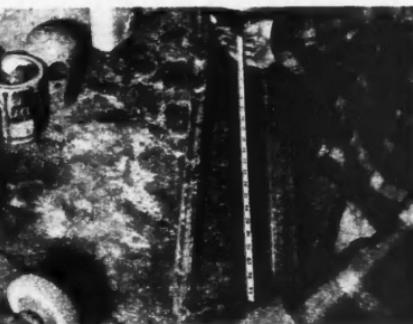
FIVE BUCKS FOR a custom straight-bar grille? Sounds cheap? And it is cheap — you're a '55 Ford owner. And even if you're and you still want a grille assembly like pictured at our right, all you have to do purchase the basic parts from your local wrecking yard for a few additional dollars and you're in business. The '55 Ford grille assembly is a natural for transposing it to the grille you see on the opposite page. Using only the outer frame and park light end sections, all that's needed to complete its appearance is three straps of one-half inch channel placed across the frame's opening — presto — a straight-bar grille. An assembly this type also fits the '56 Ford being that grille cavity of the '55 and '56 are identical. For other makes and models modifications would be in store, either in the grille cavity or the grille assembly itself. For details of construction check the following pages and if you don't agree that the '55 Ford grille assembly has been a real "sleeper" —



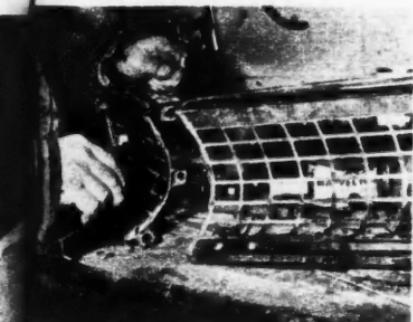
4. Checkered section of grille is now cut away from the outer frame of the assembly.



5. Edges of the outer frame where center section was cut away are ground smooth.



6. Openings of each half section are now measured to find length of "U" channel.



Center brace of grille assembly is also removed and grille broken down into halves.

## Straight Bar Grille



7. "U" channel is marked for length and cut to size. Six pieces will be needed in all.



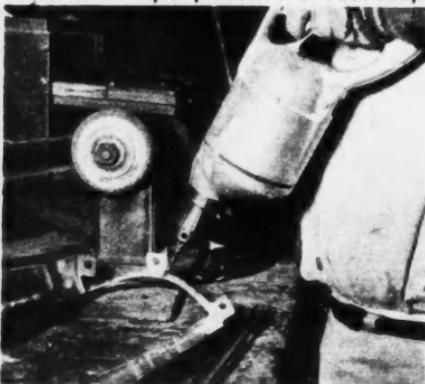
8. Both ends of each "U" channel strap are now drilled for purpose of attachment to frame.



9. Area of frame's opening is now measured to determine equal placement of each strap.



10. Position of each strap is now marked off along ends of frame and thru center.



11. After marking off positions of each "U" channel strap, attachment holes are drilled.



12. Horizontal straps are placed in position and tightly secured with metal screws.



The arc of the stock grille attachment point will have to be modified as shown.



Once attachment brackets have been  
corrected to correct grille contours, reinstall.



The last step before installing new grille  
assembly is to re-install the center bracket.



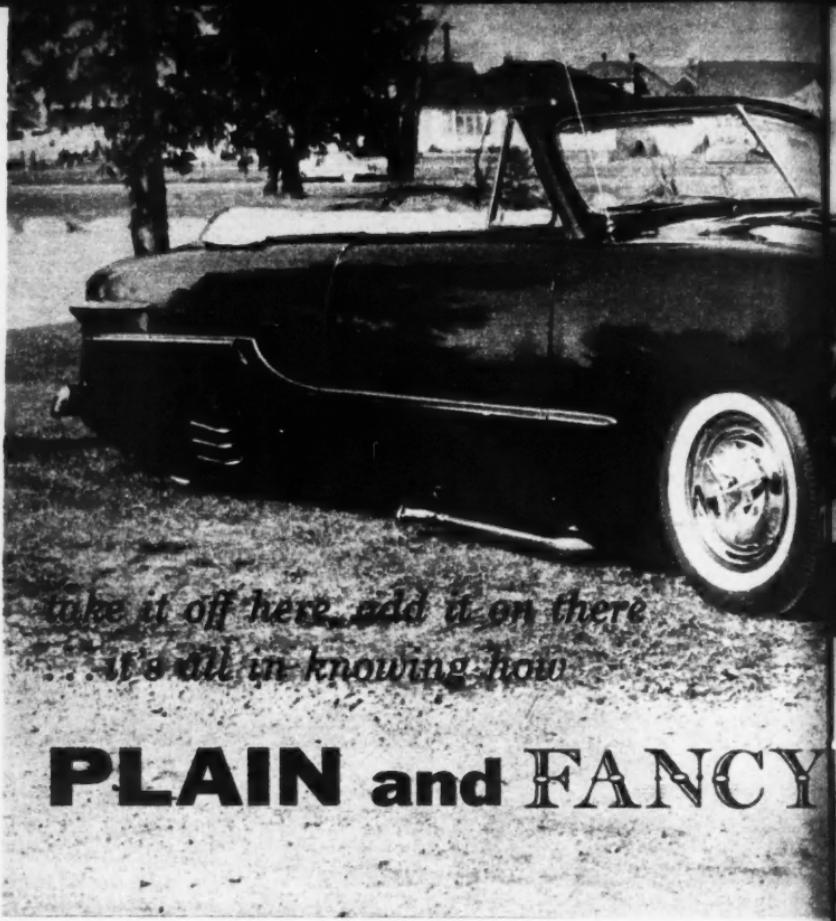
14. Hand file the bracket so the arc will  
fit up to new contours of grille assembly.



16. The two grille halves are now bolted  
back together at center, trim re-installed.



18. Just as it came out, new straight-bar  
assembly neatly slides back into opening.



*Take it off here, add it on there  
It's all in knowing how*

## **PLAIN and FANCY**

Vancouver, B.C. is the home of owner Don Bliss who did entire upholstery job himself, and possessed all of the ideas for the custom convertible. Don is a member of the West Point Kustoms of Vancouver, Canada.





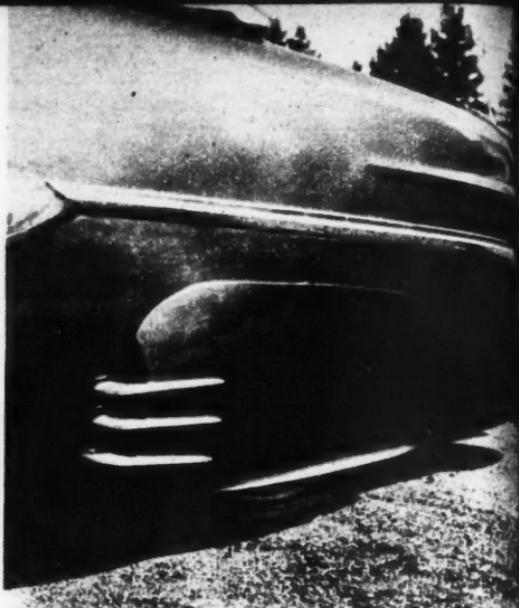
Don Bliss' radically restyled '50 Ford convert features smooth workmanship and original ideas to make it a standout custom. Car was lowered thru the use of blocks and reversed spindles in front end and blocks were used in rear suspension system.

Front end was modified using two '51 Ford grille lip bars welded together, forming a shell about floating '51 Kaiser bar. Deep '53 Merc rims were used to french lights; corners were rounded on the louvered, smoothed, peaked, and bull-nosed hood.

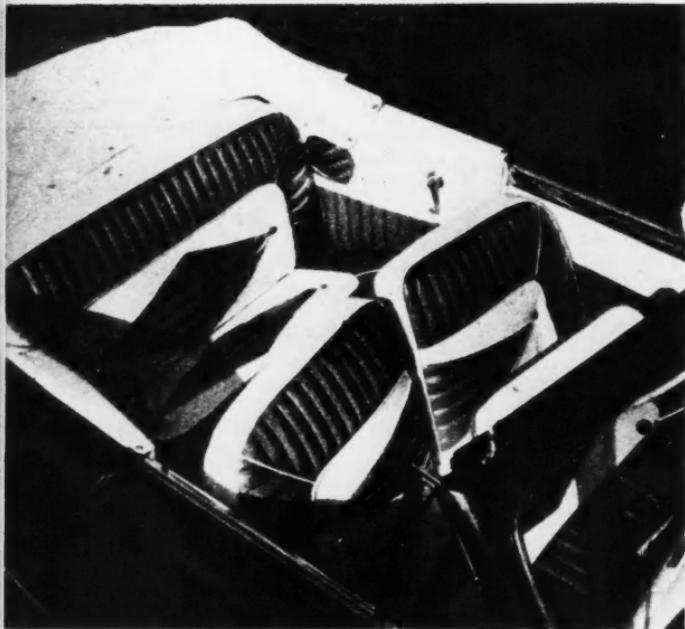
Photos by Bud Lang



# **PLAIN** and **FANCY**



Orange and white interior upholstered in diamond-shaped pattern with orange m...  
contrasts with Titian Red lacquer finish. Notice the dual rear radio speakers located  
the side panels. Doug's Auto Metal of Vancouver performed all the body and pa...  
work on the Bliss convertible. Many unsightly body seams were filled giving smoothne...



Frenched taillights feature '50 Ford lenses hooded with sheet metal extensions. Take note of rounded corners on trunk lid. Dual pipes exit exhaust gases thru curved tips under bumper.



Shirts were reformed by hand and "scooped" '53 Merc grille teeth have been added to give them an extra nice appearance. The extreme lowness of Bliss' Ford convertible is very evident.



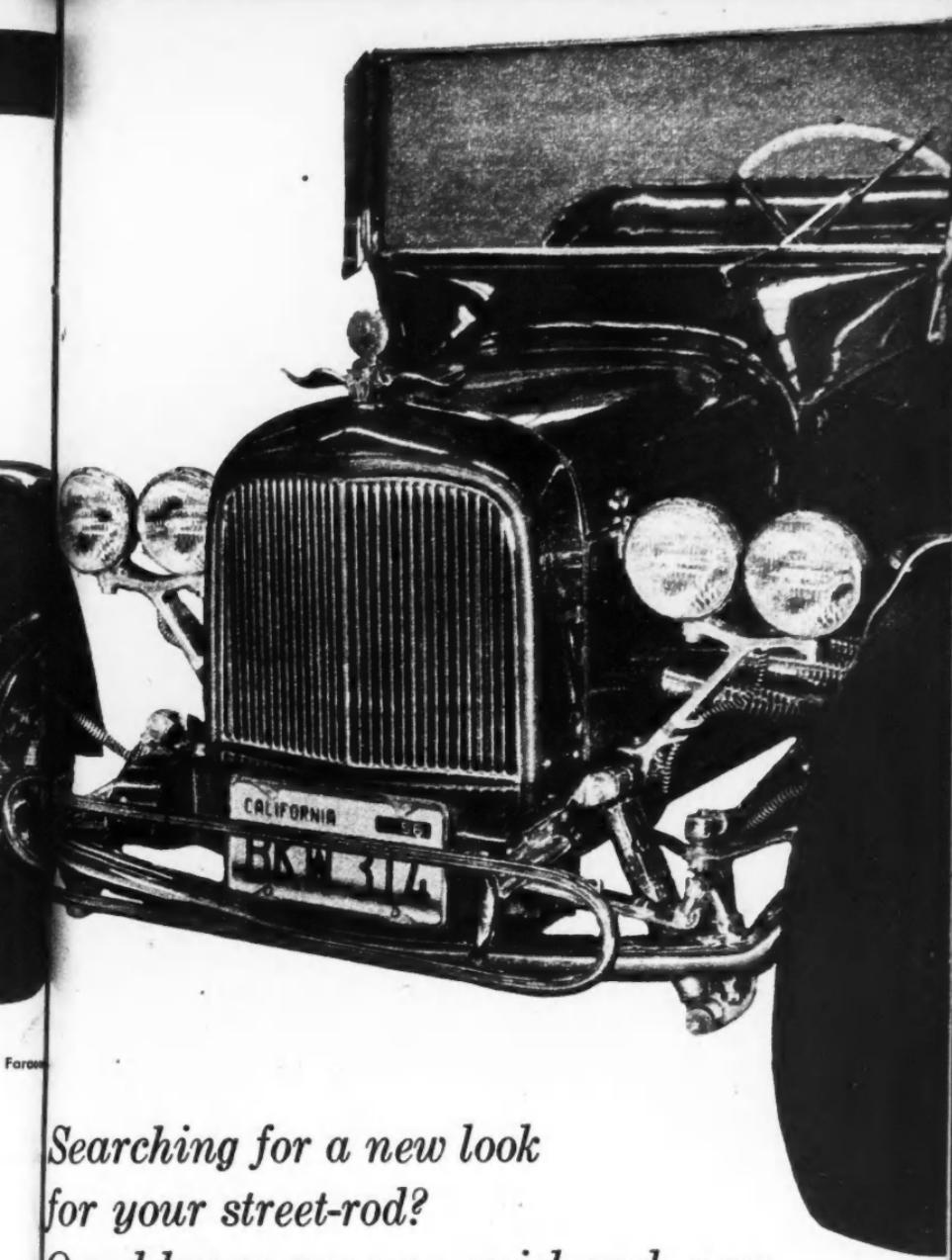
ACCESSORY OF THE MONTH

# BOLT ON QUAD LIGHTS FOR ROADSTERS

LATE MODEL CUSTOM cars haven't got a thing on the classic roadsters and coupes these days. Not since Lee Chapel, proprietor of Lee's Speed Shop of Oakland, California, introduced his extremely functional bolt-on quad headlight brackets and small lamps. Made from sturdy aluminum, brackets are beautifully polished-off in chrome like finish. Kit's seal beam headlight units of six inch diameter come either prime painted ready for finish color painting, or chromed finished buckets are available for a slight increase in cost. The nice thing about Lee's new quad lamp kit is that installation is no more than a simple bolt-on chore which can be accomplished by the most inexperienced craftsman. Included in kit is a complete wiring diagram for completing the final assembly. On the following pages you will find complete instructions concerning the kit's installation and wiring. If you have been searching for a new look for your street-rod, then these quad lamps are a quick and inexpensive solution. Brackets are priced at \$16.95 with headlights selling from \$7.50 to \$9.95 apiece depending on the finish desired. For further information write: Lee's Speed Shop, 1143-cc East 14th Street, Oakland 6, California.



Photos by Frank Faro



Searching for a new look  
for your street-rod?  
Quad lamps are now quick and easy



## ACCESSORY OF THE MONTH

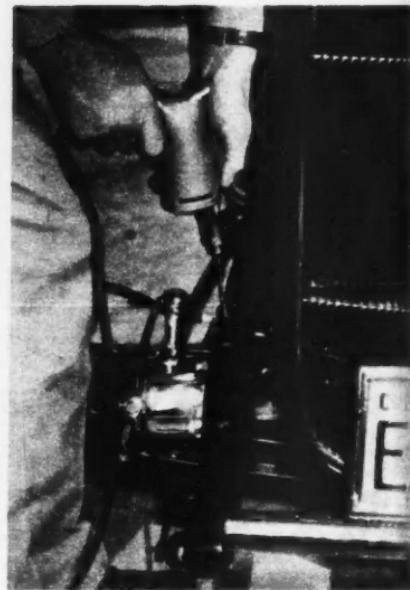


1. Complete kit includes polished aluminum brackets, four 6" diameter lamps, wiring.

2. The first step consists of positioning the brackets and marking off attachment holes.



3. With bracket attachment holes marked on frame, center punch holes before drilling.



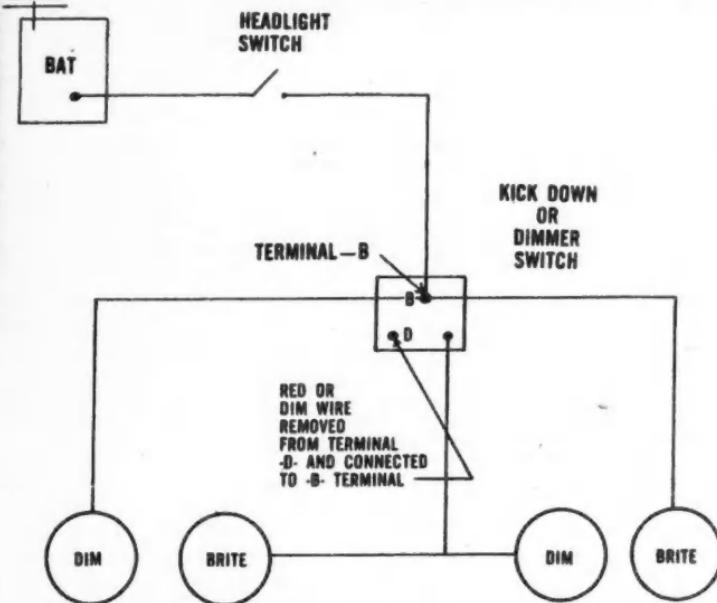
4. Attachment holes are drilled. Brackets are designed so as to fit the frame snugly.



ing the. Wiring headlights can be easily accom-  
plished by using diagram pictured below.



6. Finish appearance offers custom styling.  
Wiring is routed down the rear of bracket.



Wiring diagram above illustrates complete circuit from the battery-to-switch-to lights.

## REUPHOLSTER with a BRUSH!



**FINISHES**  
Restores — Colors  
Protects Leather,  
Leatherette or  
Vinyl Plastic

(not a paint) impregnates leather or vinyl plastic upholstery. Won't chip or peel. Fadeproof, waterproof. Use on home & lawn furniture. Write for free information, color chart, and dealer location.

RAMCOTE, 1141 W. 69th St.  
Chicago 21, Ill. Dept. CC

Renew dull, faded, worn leather or vinyl plastic upholstery. Car, plane or boat seats, headliners, sidepanels will look new in any color. Redesign, customize new or used interiors. You can change color too! Easily applied brush or spray. RamCote Flexible Finishes



## START at the TOP

### Learn Auto Mechanics at Home in Spare Time

"America is short 100,000 auto mechanics," a famous magazine reports. "America needs 25,000 more auto repair shops," a noted motor executive says. Pay is tops: Averages up to \$3.00 an hour. Steady work is plentiful: Two-thirds of all cars are in the heavy-repair class. Mail coupon for free new catalog and sample lesson!



### Train by Practicing with Tune-Up Kit & Tools

(included with training)



CTI sends you professional Mechanic's Tools and Tune-Up Kit. Instruments include a Compression Tester, Vacuum Gauge and Fuel Pump Tester, Ignition Timing Light; in portable steel case. You get additional training in Diesel or Body-Fender Rebuilding. It's easy to earn money as you train.

### Get Facts Now—Decide Later

Your future is worth looking into. Get facts on job and business opportunities. Mail coupon now.—Commercial Trades Institute, Chicago 26.

MAIL TODAY  
FREE  
BOOKLETS

### COMMERCIAL TRADES INSTITUTE

1400 GREENLEAF AVENUE  
CHICAGO 26, ILLINOIS Dept. A-877  
Send booklet, Make Big Money in  
Auto Mechanics, and Sample Lesson.  
Both are FREE.

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_



## WHAT'S YOUR PROBLEM?



By Bob Pendragast

### MERC UPDATING

Dear Bob:

I own a '53 Merc, and am going to swap engines. I want to keep the cost as low as possible and would like to stick to a Ford product. The Merc has stick shift with overdrive, which I would like to keep. What is the latest model Ford, T-Bird, Merc or Lincoln engine that will bolt on to my transmission without an adaptor?

— Jim Curtis,  
Fort Thomas, Arizona

'54 through '57 Ford, T-Bird and Mercury engines will bolt-up to '51 through '53 Mercury transmissions without an adaptor. A T-Bird or pick-up truck oil pan will be required to clear the front cross-member, along with the oil strainer and pick-up pipe to match the pan. Front motor mounts and dropped tie rods are available from several equipment manufacturers. The voltage conversion problem may be avoided by using '55 starter and generator, if the engine of your choice is a '56 or '57. Personally, I'd avoid the '54 because of its low displacement, poorer combustion chamber design, and notorious tendency to eat camshafts like a candy-loving juvenile.

### NO BED OF ROSES

Dear Bob:

I have a '57 283" Chev V8 I'm using for  $\frac{1}{2}$  mile oval track work. It's stock except for Duntov cam kit and dual-point centrifugal advance distributor. The carb is a '56 Corvette Rochester. In the turns the carb is either starving the left bank or flooding the right bank of cylinders. Would a wedge help this situation? I have gone .004" richer on the secondaries but it still seems a little lean at

full throttle. The valves want to float at 6,000 RPM. I have a set of .035" shims that were given to me with the camshaft — should I use them under the regular springs?

This is my first OHV and frankly, I'm rather disappointed with it because the flathead Fords running here are quite capable of laying right with me out of the chute and down the straights. However, they are allowed my bore and stroke and any amount of carbs, while I'm limited to 292" and one carburetor.

— Harold Adcock,  
Key West, Florida

The OHV's superiority over the flathead, inch for inch, lies in their capacity for better breathing at high RPM. Restricted to one carburetor as you are, your biggest gun is spiked and you will find running against flatheads having unlimited carburetion no bed of roses. But — you may be able to save the day by replacing your present carburetor. The flooding-out you mention is a characteristic of that series Rochester—the newest Carters just don't do it, as they have two long, narrow float-bowls running the same direction as the car, thus minimizing surge. The '58 Pontiac Carter four-throat has 6.36 square inches of total venturi area compared to the miserly 3.34 of the Rochester you're now using. The lean condition you mention is probably the result of under-carburetion being so chronic that ridiculously large jets would be required to compensate. I suggest you change carburetors instead. Regarding your valve float problem: Your current springs give you 81 lbs. on the seat and 189 lbs. open. Adding the spacers you mentioned will boost these figures to 90 and 99. Two spacers per valve or one  $1\frac{1}{16}$ " each would give 95 and 211. The truck heavy-duty single spring gives 80 and 208 — this would be my choice. Be sure to run the inner spacers with any of these combinations, as they control spring surge which is often responsible for float. If adding spacers or changing to the truck springs doesn't get the job done, you've still the option of getting one of the many dual-spring sets made up by all the cam grinders, but cam life with really stiff springs isn't something to write home about.

Getting this engine to rev is a must to keep up with the flatheads — they have better low RPM torque, so to blow 'em off you must always be pulling a lower gear.

#### BUDGET BOMB

Dear Bob:

My brother and I own a '56 Chev with Power-Pac engine that is stock except for a mild  $\frac{3}{4}$  race cam. The car has Powerglide, which we believe a big detriment to its lagging ability. We have only been able to

CONTINUED

J. C. WHITNEY'S

# FREE AUTOMOTIVE CATALOG



## SAVE UP TO 50%

260 Pages Jammed With 85,000 Items.  
Guaranteed Quality. Same Day Service.

Mail the coupon today for the largest catalog of Guaranteed Auto Accessories and Parts for all cars, custom cars, station wagons, hot rods, trucks — all makes, years and models.

Here are just a few of the up-to-the minute items you'll find in this great money-saving catalog: Newest Custom Equipment • High Speed Parts • Tires & Batteries • Tremendous stock of Mufflers & Exhaust Systems • Radios • Heaters • Lifetime Convertible Tops • Oil Filters • Fender Skirts • Continental Kits • Ignition • Dual Headlights • Engine Adaptor Housings • Huge Selection of Seat Covers • All Stock and Replacement Parts.

You can buy with absolute confidence at J. C. Whitney because "We Guarantee Absolute Satisfaction or Your Money Back".

J. C. Whitney & Co., Dept. C-10  
1917 Archer Ave., Chicago 16, Ill.

FREE—Mail Coupon Now!

J. C. WHITNEY & CO., Dept. C-10  
1917 Archer Ave., Chicago 16, Ill.

Rush giant 260 page Catalog showing over 85,000 items at lowest prices. I enclose 25¢ to cover mailing and handling. (Refunded on first \$5.00 order). Offer good in U.S.A. only.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

**JUNIOR FIBERGLASS SPORT CARS**  
FOR CHILDREN  
2 TO 12  
**FREE ILLUSTRATED LITERATURE**

**BODIES \$39 AND UP**  
**MIDGETS QUARTER - HALF**

AMROC ENG. CO. CC10 ISLAND PARK, N.Y.

### OVAL TRACK TIMERS

Precision automatic 1/100 second timers economically priced for QUARTER MIDGET and all oval track timing. GUARANTEED. Photo-electric control.

THE CHRONDEK COMPANY  
Box 131CI • La Verne, Calif.

### CUSTOM CARS

Stick shifts our specialty, featuring '55, '56, '57 Chevys, Fords and Plymouths. We have processed these carefully selected stock cars into distinctive, yet moderate customs. Features include proper lowering, pipes, removal of chrome clutter, naugahyde interiors and special paint jobs. Sensibly priced.

**MARVIN LEE**

1650 E. Colorado  
Pasadena, Calif.

### KURTIS 500 JR. 1/4 MIDGET

FRANK KURTIS COMPANY  
525 W. Colorado Blvd. • Dept. CC-10  
Glendale 4, Calif.  
CH 5-2238

### WHAT'S YOUR PROBLEM? continued

turn 80 in the standing quarter so far, would like your suggestion for some way to get it up to 90. It's been hard for us to buy any more speed equipment as we are attending college so most of our budget goes toward school expenses.

— Phillip Lasinsky,  
Charleston, W. Va.

The most for the least in your case would be to do a rear-end gear change. Powerglide-equipped Chevrolets like yours came factory equipped with 3.54 ring and pinion. For dragging you would need at least 4.11. My suggestion is for you to obtain a 4.11 ring and pinion gear and swap along with another third member. This will allow you to change gears in less than an hour, making your selection optional.

### DON'T

Dear Bob:

My problem concerns steering geometry. When installing a 2 1/2" dropped axle and reversed main spring eyes on a '32 Ford, if the spindles (stock '46) be reversed (left rear bearing right, right to left) placing the tie rod in front of the axle without any ill effects on the steering?

— Bob Hamilton,  
Sacramento, California

No! You've seen belly tanks and dragsters up this way, no doubt, and for what they

### FINEST CLUB PLAQUES IN THE NATION

CUSTOM DESIGNED FOR  
YOUR CLUB!

- Heavy, 3-D aluminum or brass castings.
- Many stock designs for individual orders.
- Complete service, polishing, painting, drilling, mounts.
- Free literature.

SEND 25¢ TODAY

For complete catalog on Emblems, Jackets, Decals, Plaques, Novelties — including information on how to start your club.

**STYLIZED EMBLEM CO.**  
1072-C No. Wilton Pl., Hollywood 38, Calif.



bisen for a road machine. I can't think of a better way to become a member of the on-head club than to do this—and here's why: Look at your spindle arms—you'll notice that an imaginary line extending from where the tie rod fastens onto the spindle arm, out to the center line of the king-pin, would be slanting out, as well as forward. This causes the wheel on the inside of a turn to turn sharper than the outside wheel, which is correct since the inside wheel is actually describing a smaller circle. If you reverse the spindles, placing the red out in front, you have also reversed this effect. Now the outside wheel turns sharper than the inside wheel. This would be unnoticeable during the straight-away running at high speed, as proven by the belly tanks and jumbo registers so equipped. At slow speeds you wouldn't notice it either, but when you took a corner, fast enough to cause the inside front wheel to get light and transfer weight to the outside wheel, you would notice it—and soon some. Your turning radius would suddenly be smaller when this weight shift took place, perhaps enough to cause you to spin-out or roll. Don't mess around with steering geometry in any car to be used for the road—it's an easy way of becoming a statistic.

#### GOOFED

Dear Bob:

I am writing in regards to CAR CRAFT'S recent transmission story (DRAGS: STICK SHIFT OR AUTOMATIC?), May '58. I have a fifty Olds V8 with triple carburetion. This otherwise stocker was bought sans trans. For drag strip performance, was I wise to spend \$10 for a LaSalle box, flywheel, bell housing, hydraulic clutch? Considering the distance to the Coast's trans experts, should I have purchased a drag-shifting automatic? I think others may benefit from your answer.

—Denny Mills,  
Eggersville, N.Y.

You read the story, Denny—it's awfully hard to laugh-off that authenticated improvement in the hydramatic held over the stick-shift. Look at it this way—when they removed your automatic, they took out a 4-speed box and replaced it with a 3-speed. That lowest gear in the hydramatic is what gets the big, heavy cars like yours off the line in a hurry, which is the easiest way to get a good E.T. The disadvantage of the hydramatic is its slow shifting points for high-revving engines, but this can be corrected through the use of modified valve bodies now available through mail—you no longer must live in California to enjoy a "Drag-O-Matic".

Acclaimed by thousands of stock, hot rod and customizing enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. Order today on 10-day money back guarantee.

Literature on larger equipment on request  
FOUR-WAY WELDER COMPANY  
1810 S. Federal St., Chicago 16, Illinois, Dept F-84-K

**JACKET EMBLEMS**

**PERSONAL NAME EMBLEMS**  
Any individualized or personalized name emblem

Foil Color . . . 28¢ 

**SEND NOW**  
for NEW completely illustrated catalog emblems, novelties and accessories—  
**25¢**

P.O. Box 66 Culver City 13, Calif.

ANOTHER **1<sup>ST</sup>** FOR

**1/4 MIDGET  
ENDURANCE  
RUN**



Cornell Corners, Calif., July 3 - 4 - 5  
Two SOLT 'B' Modified AU7R Engines  
ran 47 hrs. 33 min. (1212 miles calc.)  
27 drivers. After 12 hours running both  
cars ran 5 laps at 7.20 breaking the  
track record of 7.24.

FOR DEPENDABLE POWER  
SEE YOUR LOCAL

Dealer or send 25¢  
for brochure

- See the new -  
"HYDRA-LOK" ADJUSTABLE  
SHOCK ABSORBER

1/4 & 1/2 MIDGET ENGINE  
PARTS - ACCESSORIES  
MODIFICATIONS

Manufacturers & Distributors



**SOLT ENGINES**

5926 NOBLE AVE. • VAN NUYS, CALIF.



Rain Goggles (large) \$3.00  
Rain Goggles (reg. size) \$2.50  
Plain (fits over glasses) \$2.50  
Economy Model pictured \$1.00

Post Paid—Guaranteed

THE H. C. BARNES CO.  
175 Morgan St., CC-10  
Rockford, Ill.

**CUSTOM  
QUERIES**

**George  
Cerny**

CERNY'S BODY SHOP



**HOOD SWAP**

Dear George:

I have a '52 Chev convertible which I have nosed. Since it is a two-piece hood, it is cracking at the seam. I have heard that a '49 or '50 Olds hood will fit. If this is true, what year and model should I use? Thanks for your cooperation.

— Rolf K. Gefrom  
Elmhurst, N.Y.

The Oldsmobile hood would have to be worked completely to fit your Chevy. I think you would be better off to grind down your hood and fill it again. If the job is done properly it shouldn't crack out.

**DO-IT-YOURSELF  
STRIPING  
KIT**



**Vent Striping Kit**  
1509 N. SAN FERNANDO • DEPT. CC-10 • BURBANK, CALIF.

A New and Easy Method for Striping Your Car  
Designed Specifically for the "Do It Yourself Fan".  
Reg. Kit Includes: Easy Instructions, Illustration Patterns, Pro. Brush, Ready-Mixed Striping Paint,  
Specify 1 Color: White, Black, Red  
Kit #2 (Reg. Kit Plus 2 Extra Colors)  
Kit #3 (Reg. Kit Plus 14 Special Patterns:  
Eyeballs, Skulls, Spider Webs, Dragons)  
Kit #4 (Reg. Kit Plus 3 Colors, Spcl. Patterns)

## CAD GRILLE

Dear George:

I have a late '51 Cadillac, 62 Series, convertible. The grille needs replacing and I would like to know which of the later types of Cad grilles will fit best without too much alteration? Can perforated aluminum be purchased to form such a grille? Also, I can obtain a custom grille, checker-board type, that is a '55 Chevy but was wondering if this would be large enough to fill out the cavity without using any tubing?

I aim to get rid of that big, ornate grille and by doing so will be rid of the worst part of the excess chrome. I will appreciate any ideas you can give me.

— Jack Mosher  
Holland, Michigan

Perforated aluminum can be obtained and cut to form a grille but I don't believe it will give you the results you want. The '55 Chevrolet grille isn't large enough to fill out the Cad's grille cavity. I think your best bet would be to use a '54 Cadillac grille. It will look real sharp and can be adapted without too much alteration.

## HOOD AND GRILLE BAR

Dear George:

First, I would like to know if the '51 Ford hood is interchangeable with the hood on my '50 Ford? Next, I would like to know if the '55 or '56 Plymouth grille bar can be adapted to my car without any major modifications? Keep up the fine work.

— Alvin Graham  
Phoenix, Arizona

The '49, '50 and '51 Ford grilles are all interchangeable with one another. The '55 or '56 Plymouth grille bar is one of the easiest bars to use on the '50 Fords.

## DRIVESHAFT SCRAPE

Dear George:

I have a '55 Oldsmobile and I am planning on lowering it front and rear. The only trouble is that right now the rear is lowered only 2" and I am having trouble with the driveshaft scraping when I start off fast. Also when I go over a steep driveway the frame hits the ground. I wonder if you could tell me what to do?

— Richard Valentine  
Cleveland, Ohio

The frame is low enough to hit the ground on high spots there's not much you can do except be careful. As for the driveshaft scraping when you take off fast, I would suggest installing

CONTINUED

**Free!** HI-PERFORMANCE Catalog & Souping Data Double Your Cars Power! Mileage! Style!

**SAVE up to 1/2**

Buy direct. Latest Power Kits, Superchargers, Fuel Injectors, Headers, Exhausts, Cams, Heads, Manifolds, Engines, Adapters, Chrome, Customizing & Trim FOR ALL CARS. "Best New Items" Cat. FREE, or send 25¢ to cover postage & we mail you big 50,000 item catalog and "HOW-TO" SOUPING GUIDE, PLUS credit good on first order.

**ALMQUIST ENGINEERING**  
MILFORD, PA. DEPT CCC-10

**FREE!**  
1958 EDITION JUST OUT!  
Send only 25¢  
to cover handling  
and mailing

**NEW GIANT CATALOG**

100's OF BRAND NEW PRODUCTS! SAVE UP TO 50% & MORE!

Thousands upon thousands of the top values in only finest quality tested products from our stock of over 150,000 items. Page upon page jam packed with the very newest items and products for car owners. Guaranteed biggest values ever offered by the great Newhouse organization. Have the Catalog mailed to you today.

NEWHOUSE AUTOMOTIVE INDUSTRIES Dept. 922  
5805 E. Beverly Blvd., Los Angeles 22, Calif.

**The BARON & ROTH have done it again**

In addition to our \$3.00 Striping Brushes and our \$5.00 Wierd Shirts we are introducing

**Scallop Decals\***

\*Red, Blue or Gold

GIANT 10" decals patterned after our world famous hand painted scallop jobs

**THE BARON AND ROTH**  
9001 ATLANTIC BLVD. • C. SOUTH GATE, CALIF.  
Set of 6 for hood, deck, wheels and doors \$5.00

MAKE A  
**"CONNIE"**  
 THE  
 HEART OF YOUR RACER



There's no finer power source for Quarter-Midget Racers than Continental Red Seal, famous since 1902 for dependability and long

life. Red Seal heavy-duty air-cooled models are built to get up and go. Greater piston displacement provides power in excess of their rating, plus low-speed lugging ability to eliminate stalls. Exclusive Contex external ignition system speeds and simplifies adjustment, and doubles life of points and plug.

FOR  
 DESCRIPTIVE BULLETIN  
 AND ADDRESS OF YOUR  
 DEALER, DROP A CARD  
 TO "MIDGETS," AT THE  
 ADDRESS SHOWN BELOW:

*Continental Motors Corporation*  
 INDUSTRIAL AIR COOLED ENGINE DIVISION  
 12800 KERCHEVAL AVE DETROIT 15 MICH



AU SERIES

## CUSTOM QUERIES

some light overload springs. Helwig Spring of Los Angeles makes some that should be suitable. If this doesn't work the only alternative is to cut and raise the driveshaft.

### OLDS RESTYLE

Dear George:

My present car is a '54 Oldsmobile hardtop. So far I have nosed and decked shaved all side trim and molded in the gull shell. I would like to put in a new grille front bumper without reworking the body. Do you have any suggestions on this? I plan on frenching in my stock taillight lenses, use  $\frac{1}{4}$ " round rod for the edge. What kind of rod do you use for this type of work. I find your articles very helpful.

— John Abramowicz  
 Mamarica Plain, Mass.

I think you would be wise to leave your present bumper on and install a solid chrome bar grille. There are accessory bar grilles available but none will fit your car, you could make your own without too much trouble. We use regular  $\frac{1}{4}$ " welding rod for round rod edges.

### BLINKER AND BUMPER SWITCH

Dear George:

I have a '55 Buick Century hardtop and would like to install '56 Buick taillights and rear bumper. Is there anything in particular that I should look out for or any major problems I might encounter in this installation?

Also I would like to install dual pipes. I have heard you have to cut holes in the frame and that this weakens it considerably. Is it true and if so what is the solution?

— Michael Manos  
 Astoria, New York

There shouldn't be any major problems on the swap, Mike. It just requires a small amount of cutting and fitting. Just check your measurements carefully throughout the operation. Cutting holes for pipes in the frame does weaken it enough to make any difference.

### WHAT LATCH?

Dear George:

I am starting to customize my '52 Ford mouth. I want to dechrome the deck lid. I don't know what kind of latch set-up to use. Can I use the stock latch or must I use a

CONTINUOUS

ORDER BY MAIL

# HONEST NEW ITEMS

ORDER BY MAIL

**CHROME TAPE**

A GLEAMING SELF STICKING Chrome Tape for thousands of customizing ideas. FEATURED in May issue of Rod and Custom Magazine—Use on dash or outside. Many Household Applications.

CAN BE TINTED WITH KOLOR-KROME PAINT—

Each Roll Contains 72 yards of self sticking tape.

**HONEST Nos. WE PAY POSTAGE**

CT7014-1/4" wide	72 yd. roll	each \$2.95
CT7038-3/8" wide	72 yd. roll	each 3.95
CT7012-1/2" wide	72 yd. roll	each 4.95
CT7034-3/4" wide	72 yd. roll	each 5.95

**LOWERING BLOCKS**

For All Cars  
with 2 Leaf Springs on Rear.  
Complete with U-Bolts.

Kit to Lower Rear

Bumper 2" — \$3.95

Kit to Lower Rear 3"

\$4.50

Kit to Lower Rear 4"

\$4.95

State Year and Model Car



**HONEST No. 51**



**HOLLYWOOD WOLF WHISTLE**

Engine Vacuum

\$2.95 Postpaid

**HONEST No. 15**

**DELUXE CHROME GENERATOR COVERS**

For all GM-Chrys products

Ford Products

2.25 Postpaid

**HONEST No. 23**

**IMPALA EMBLEM**

Self Sticking



Postpaid \$1.00

**HONEST No. 73**

# HONEST NEW ITEMS

**KOLOR KROME**

The most sensational customizing product in years. Featured in recent issues of Rod and Custom and Custom Cars Magazines — Formulated by George Barris — Mr. Custom Car himself — Transparent Coloring for Chrome — the (mirror like) reflection of chrome shows through —

4 Dazzling Colors in 16 oz. Spray Can

**HONEST'S No.**

KK-1 Pagan Gold

KK-2 Candy Apple Red

KK-3 Oriental Blue

KK-4 Persian Green

16 oz. Can \$1.95

For Chrome — Stainless Steel—  
Polished Aluminum

**UNIVERSAL ELECTRIC TRUNK LATCH KIT**

\$5.75 KIT (Any Car)

**HONEST No. 3**

You Pay Postage



**ELECTRIC DOOR LATCH KIT — PUSH BUTTON OPERATION**  
\$12.75 KIT (Any Car)  
**HONEST No. 2**  
You Pay Postage

**SOM-RAY SPUN ALUMINUM WHEEL DISCS HEAVY GAUGE**

For Draggin' For the Street

New Low Price,

\$2.95 Each 14" 15" 16"

STANDARD TIRE SIZE

**HONEST No. 49**



Send 25c for new 1958 Surprise Money Saver Catalog—then next issue FREE

**SEND 25% DEPOSIT ON C. O. D. — SEND FULL AMOUNT ON ITEMS MARKED PREPAID  
NO COD FOR LESS THAN \$5.00**

My car is a \_\_\_\_\_ Year \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Quantity	Part No.	Description	Price

**HONEST CHARLEY SPEED SHOP**

Box CC 1904

Chattanooga, Tenn.

## CUSTOM QUERIES

from another make? Also, could I install the '55 Ford grille center piece into the grille cavity without too much trouble? I will appreciate any help you can give me.

— Robert Michels  
Myrtle Beach, South Carolina

I would use the lock unit from a '49 Chev, as this is about the best I've found so far. A '55 Ford center piece will fit into the grille cavity fairly easy. New mounting brackets will have to be made.

### EARLY MERC QUERIES

Dear George:

My buddy and I have recently purchased a '46 Mercury to try our hand at customizing. Could you suggest a grille that will fit in the stock grille shell without any torch work? How about some taillight suggestions? We are thinking of using '49 Buick bumpers, front and rear. Do you think these will look alright or do you have some better ideas?

— Ronnie Rettich

I think you could mount a '55 Ford grille without any problems, Ronnie. There should be no

The **Bug**

**COMPLETELY ASSEMBLED**  
\$10 Shipping Charge (Maximum). Less Depending on Locale.

**-\$NEW LOW PRICE!-\$**  
F.O.B. Factory—Calif. Res. Add 4% Sales Tax

**HERE IT IS!**

Just what you've been waiting for... Now Bug Engineering brings you a car that you can order, uncrate, gas, and drive away. No more pipes, sheets of metal, nuts, bolts, welding or any other time consuming work to keep you from the enjoyment that you expect when you receive your "Bug."

#### DEALER INQUIRIES INVITED

Please send self-addressed, stamped envelope for complete information and color brochure to Dept. CC-10.

**Bug engineering**

torch work involved. For taillights, I would suggest using the '56-'57 Corvette lights mounted on the side of the fenders. There is a complete how-to-do-it on this installation in the May issue of Car Craft. The '49 Buick bumpers should look OK.

### SIDE TRIM

Dear George:

I would like to know what side trim can be adapted to my '49 Mercury without extensive modifying and would look real sharp. Any help will be greatly appreciated.

— Bob Deckert  
Bronx, New York

'54 Buick side trim will go real well with '49 Mercury's body lines.

### FROM CUSTOM IDEAS

Dear George:

In the December '57 issue of CUSTOM CARS there was a feature titled Custom Ideas for '55-'57 Chevrolets. I particularly liked a taillight idea which showed a '56 Plymouth lens mounted with the stock Chevy ribbing and retaining ring. As I am in the process of customizing my '56 Chev and haven't seen an article on this installation, I was hoping you could tell me how to do it. Your articles are very interesting. Keep up the good work.

— Douglas Ondick  
Minneapolis, Minn.

This is a very simple operation, Doug. All you have to do is remove your stock taillight, measure and cut a '56 Plymouth taillight lens to fit inside your retaining ring, then re-mount the entire unit.

### COMING ATTRACTION

Miss Van Nuys, lovely Cheryl McDonald, flags off a new breed of track hot rods that will be coming your way in Next month's CAR CRAFT. This new hybrid racing is already sweeping the Pacific Coast — so be on hand for a full racing report, construction details on cars and specifications.

would  
s move  
compt  
the May  
buys

rim on  
without  
al sha

with

CUSTOM  
Customer  
particular  
d a "C  
Chev  
in the  
they  
lation,  
to do  
Keep u

All yo  
ight, mo  
tens to  
ount th

CRAP



# So-That's how it's done!



That's right, Joe—  
**IT'S CHARLIE'S CAREFUL HONING**  
plus **Grant PISTON RINGS**

Charlie is showing how to properly hone cylinders, using, here, a #430 grit stone for the right finish. This gives excellent break-in characteristics to the re-ring job.

... But that's not all. The next step is to thoroughly clean out the honed cylinders

and this must be done exactly right or the job will be spoiled.

Then install GRANT PISTON RINGS—for the best rebuilt engine. Send in the completed coupon below for PROPER CYLINDER WALL FINISH.

**Careful engine builders**, in all classes of combustion engines, are exceedingly critical of cylinder wall finish, and once they are satisfied, the next important step is to install thoroughly cleaned pistons, with new piston rings ... The rings must fit to exacting clearances, determined by their experience, to be right ... No more, no less.

"Side clearance" and "wall clearance" make the difference between a good ring job and a bad one.

Rely on GRANT PISTON RINGS to prevent blow-by gasses around the back of the rings.

Satisfaction comes from the power you get, gained from the proper cylinder wall finish and piston ring clearances.

Dealers, BE SURE, with GRANT PISTON RINGS . . .

Write or give GRANT a call, DUnkirk 7-4218.

Proper  
Cylinder Wall  
Finish

Grant

Grant and Grant, 241 N. Westmoreland Ave., Los Angeles 4, Calif.

Gentlemen: Send me a copy of your

"PROPER CYLINDER WALL FINISH"

NAME . . .

ADDRESS . . .

CITY . . .

STATE . . .

**THE GRANT PISTON RING COMBINATION**

1. Careful side sealing of this Top Compression ring, with its special "dishing" action builds and holds power.

2. Grants' double oil-carrying second Compression ring maintains an even distribution of oil on cylinder walls and doubly insures compression sealing.

3. Grants' great oil carrying ring controls excess oil due to a unique dove-tailed design. It's long been used to gain drag-free liveliness and to correct sluggish engine conditions.

"THE RING LEADER"

**Grant**  
PISTON RINGS

241 N. Westmoreland Avenue, Los Angeles 4, Calif.

with  
arely  
properly

the

S —  
the  
ER

on  
h,  
o  
y

4213

Calif.